



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR Summary

Service Difficulty Reporting

March 1, 1998 - March 7, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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ISSUE: 98-10



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

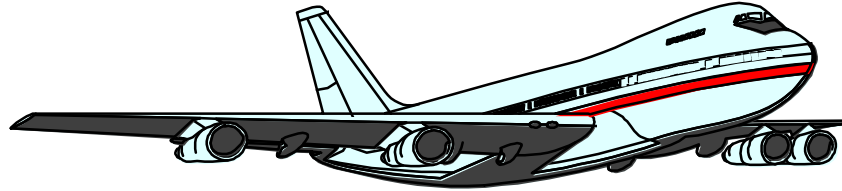
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

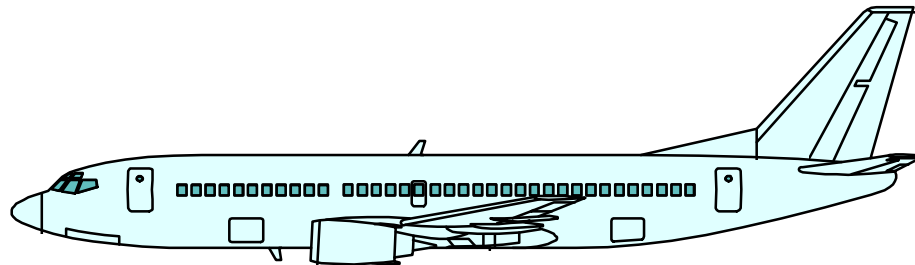
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

3/1/98 - 3/7/98 ISSUE: 98-10 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7250			ALLSN 250C30S		ALLSN	TURBINE 230033195	FAILED 1ST STAGE	6290 638	11/13/92 CA930302601
*****	(CAN) LOW POWER REPORTED. DROP FROM +8 PERCENT TO ZERO PERCENT. HIGH T5, VIBRATION, AND NOISE. BORESCOPE INSPECTION REVEALED BURNT/ERODED 1ST STAGE TURBINE BLADES AND ONE BLADE MISSING. ENGINE DISASSEMBLY REVEALED OVERTEMP LIKELY CAUSING 1ST STAGE BLADE FAILAURE AND RESULTING TO SECONDARY FAILURE THROUGHOUT THE ENGINE DUE TO INGESTION OF FAILED BLADE.								
7200		BOEING 747133	PWA JT9D7H		PWA	ENGINE	FAILED NR 3 ENGINE	6123	10/17/92 CA930304511
*****	(CAN) AFTER REACHING CRUISE ALTITUDE, A LOUD BANG FROM NR 3 ENG OCCURRED WITH A RAPID DROP OF EPR (ENG PRESSURE RATIO) AND EGT (EXH GAS TEMP) INCREASE EXCEEDING 1,000 DEG. ENG SHUTDOWN. MAINT REMOVED ONE STG E 1 AND ONE STG 2 HP TURB BLADES FOR OVERTEMP ANALYSIS. METALLOGRAPIC ANALYSIS REVEALED 1ST STAGE BLADE REMAINED WITHIN TEMP LIMITS WHILE 2ND STAGE BLADE OVERHEATED BY 50 DEG. CONCLUSION: ENG EXPERIENCED A DECELERATION SURGE, MOST LIKELY DUE TO LOW PRESS COMPRESSOR SURGE MARGIN DETERIORATION. HP COMPRESSOR WITH THE SAME OPERATING HRS BLADES ALSO SHOW DETERIORATION WHICH HAS AN ADVERSE EFFECT ON THE LP COMPRESSOR SURGE MARGIN. PART TC: 12,428.								
7200 UIEA	518MC 23476	BOEING 747243B	GE CF650E2			ENGINE	FAILED NR 3	2/10/98 50143	UIEA9802
*****	ATB - FLT C1315 - ANC/TPE - NR 3 ENGINE FAILURE (FLAMEOUT) DURING CRUISE, FL 290, .84M. ENGINE VIBRATION NORMAL. ACCOMPLISHED ENGINE FAILURE SHUTDOWN CHECKLIST. AFTER CHECKLIST, N1 = 26.8, N2 = 0, F/F = 100, OIL PRESSURE = 0. FUEL DUMPED AND RETURNED TO ANC. DURING T/S, FOUND NR 3 ENGINE N2 INDICATION JUMP FROM ZERO TO 50 PERCENT AND LOUD CLUNKING SOUND HEARD COMING FROM THE CORE OF THE ENGINE. B-SUMP SCAVENGER INLET SCREEN HAS SEVERAL LARGE PIECES OF METAL. OTHER INLET SCREENS AND MAIN OIL SCREEN HAVE METALLIC PARTICLES. ENG REPLACED, S/N ON 517506. ENGINE OPERATION SATISFACTORY. (X)								
7210		BOEING 7572B7	RROYCE RB211535E437		LK75807	OIL FEED TUBE LK75806	FRACTURED BEVEL GEARBOX	13803	2/18/93 CA930309411
*****	(CAN) ON PRE-FLIGHT CHECK, METAL CONTAMINATION WAS FOUND ON MASTER METAL CHIP DETECTOR AND FURTHER INVESTIGATION REVEALED METAL IN SCAVENGE FILTER. ENGINE WAS REPLACED. STRIP REPORT SHOWED THE INTERNAL OIL FEED TUBE TO THE DRIVE SHAFT GEAR HAD FRACTURED 2 INCHES FROM THE AFT END. THE FAILED SECTION OF THE TUBE IS SEVERELY BATTRED AND SHOWS EVIDENCE OF HEAVY RUBBING CONTACT WITH THE THREE BOLT HEADS SECURING THE OIL SUPPLY TO DRIVEN BEVEL BEARING THREAD FILTER HOUSING. PART TC: 3,742.								
7230		BOEING 7672B7	PWA JT9D7R4D		PWA	FAN BLADE 831021002	FRACTURED NR 1 ENGINE	2234	11/28/92 CA930304508
*****	(CAN) CLIMBING THROUGH 14,000 FEET, NR 1 ENGINE EXPERIENCED A LOUD BANG, FOLLOWED BY VIBRATION. NR 1 ENGINE WAS SHUTDOWN AND AIRCRAFT RETURNED TO BASE. ENGINE SUFERED A FAN BLADE FAILURE. THE BLADE FRACTURED NEAR THE MID-SPAN SHROUD. INSPECTION OF THE FAN SECTION REVEALED THE BLADES HAD NOT BEEN DRESSED FOR SOME TIME AND THEY SHOWED EVIDENCE OF SHARP EDGES, BLUNTING, AND MINOR FOD. THE CAUSE OF THE BLADE FRACTURE IS BEING INVESTIGATED BY TSB. PART TC: 8,962.								
2562	510SD 6500161	CESSNA 650			POINTER 30001	RESISTOR RS2B	FAILED ELT	644	2/18/98 98ZZZX859
*****	RESISTOR HAD OVERHEATED CAUSING HEAT DAMAGE TO THE CASE AND PC BOARD. THE DECAL ON THE OUTSIDE OF THE CASE WAS DISCOLORED. ACCORDING TO THE AIRCRAFT RECORDS, THE LAST ELT OF THIS TYPE WAS ALSO REPLACED BECAUSE OF INTERNAL HEAT DAMAGE. SUBMITT ER STATED A DIFFERENT RESISTOR SHOULD BE USED.								
7712		DHAV DHC8301	PWA PW123			TORQ SIGNAL COND 3000500024	FAULTY NR 1 ENGINE	4598	1/29/93 CA930224707
*****	(CAN) DURING TAKEOFF ROLL, THE NR 1 ENGINE AUTOFEATHERED AND OVERTORQUED. TAKEOFF ABORTED. REVIEW OF THE FDR CONFIRMED NR 1 ENGINE SUFFERED AN UNCOMMANDED AUTOFEATHER AND THE NR 2 ENGINE UP-TRIMMED. A 119 PERCENT OVERTORQUE OCCURRED ON THE NR 1 ENG AS IT FEATHERED. THE WEEK PRIOR TO THE UNCOMMANDED AUTOFEATHER, THE SAME ENG SUFFERED TWO OVERTORQUES, ONE SHORTLY AFTER TAKEOFF (130 PERCENT), THE OTHER WHEN SELECTING FROM MIN RPM TO FEATHER (118 PERCENT). THE TORQUE SIGNAL CONDITIONING UNIT WAS REPLACED. THE TORQUE SIGNAL CONDITIONING UNIT WAS SENT TO PRATT FOR INVESTIGATION. PART TC: 6,681.								

SIGNIFICANT OCCURRENCE REPORT (cont'd)

3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
6113 RAAA	1968R 188C2007	LKHEED 188C		ALLSN A6441FN606	ALLSN 6503835	ADAPTER 6526175	WORN NR 1 PROPELLER		2/20/98 4336 RAAA98E009
****	AFTER COMPLETION OF NR 4 PROPELLER INSTALLATION GROUND RUN WITH ENGINES IN HIGH SPEED GROUND IDLE AND POWER LEVERS IN GROUND RANGE MAINT PERSONNEL NOTED HEAVY, ABNORMAL VIBRATION. SHUTDOWN NR 4 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CONTINUED. VIBRATION CHANGE NOTED WITH NR 1 ENGINE POWER LEVER MOVEMENT. SHUTDOWN NR 1 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CEASED. FOUND NR 1 SPINNER HAD DEPARTED AIRCRAFT, DAMAGING 2 EA NR 1 PROPELLER BLADE CUFFS, DUE EXCESSIVELY WORN RESERVOIR ADAPTER THREADS. REPLACED NR 1 PROPELLER, SPINNER AND RESERVOIR ADAPTER. INITIATED FLEET CAMPAIGN ITEM TO CHECK RESERVOIR ADAPTER THREADS FOR EXCESSIVE WEAR.								
8520 MSTA	TGWOW 61P068379633	PIPER PA60601P	LYC IO540S1A5			CRANKSHAFT LW10842	FAILED NR 2 JOURNAL	882 8	1/24/98 98ZZZX909
****	PILOT (OWNER) DEPARTING FROM AIRPORT AND CLIMBING THROUGH 4,000 FEET NOTED LOUD BANG AND SEVERE VIBRATION FROM LT ENGINE. ENGINE SHUT DOWN AND SECURED AND SAFE LANDING MADE. DISASSEMBLY OF ENGINE REVEALED CRANKSHAFT BROKEN. BREAK OCCURRED AT THE REAR CHEEK OF THE NR 2 ROD JOURNAL IN THE RADII. CRANKCASE, RODS, CAMSHAFT, AND CYLINDERS ALL NOW N.G.								
2910 MEJA	788C AC340B	SWRNGN SA227AC	GARRTT TPE33111U			HYDRAULIC LINE 27810321057	CRACKED NLG		1/16/98 98ZZZX935
****	BTU/ALB - AFTER TAKEOFF, NOSE WHEEL LANDING GEAR WOULD NOT STAY UP AND LOCKED. BOTH THE LEFT AND RIGHT HYDRAULIC PRESSURE FAIL LIGHTS ILLUMINATED AND THE AIRCRAFT LOST ALMOST ALL HYDRAULIC PRESSURE. THE AIRCRAFT RETURNED TO BTU AND LANDED WITH AN EMERGENCY GEAR EXTENSION, NO FLAPS, AND NO NOSE WHEEL STEERING. MAINTENANCE FOUND A CRACK IN THE NLG LINE AT FUSELAGE FEED-THROUGH AND REPLACED THE LINE. MAINTENANCE THEN REMOVED AND REPLACED THE UPLOCK SPRINGS WITH NEW SPRINGS. A GEAR SWING AND LEAK CHECK C/W AND NO DEFECTS NOTED. THE AIRCRAFT WAS RETURNED TO SERVICE.								
2910 MEJA	788C AC430B	SWRNGN SA227AC	GARRTT TPE33111U			HYDRAULIC LINE 2781032075	FAILED BS 69.35		1/15/98 98ZZZX936
****	ALB/ROC - EN ROUTE, LEFT AND RIGHT HYDRAULIC PRESSURE LIGHTS ILLUMINATED AND HYDRAULIC PRESSURE DROPPED ALMOST TO ZERO. CREW LANDED AT ROC WITH AN EMERGENCY GEAR EXTENSION, NO FLAP, AND NO NOSE WHEEL STEERING. LANDING UNEVENTFUL, NO EMERGENCY DECLARED, AND AIR TRAFFIC CONTROL WAS NOT NOTIFIED. ACFT ISSUED A SPECIAL FLIGHT PERMIT AND A ONE-TIME FERRY FLT FROM ROC/BTU. MAINT AT BTU DISCOVERED THE NLG UP-LINE HAD A HOLE AT 90 DEGREE BEND AT STA 69.35 AND LINE WAS REPLACED. PRESS WAS INSUFFICIENT ON BOTH HYD PUMPS AND BOTH UNITS REPLACED WITH O/H UNITS. MAINT C/W A PUMP CAVITATION INSP, SERVICED HYD SYS, AND PERFORMED A GEAR SWING. NO DEFECTS NOTED ON LEAK CHECK OR OPS CHECK ACFT RETURNED TO SERVICE.								

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

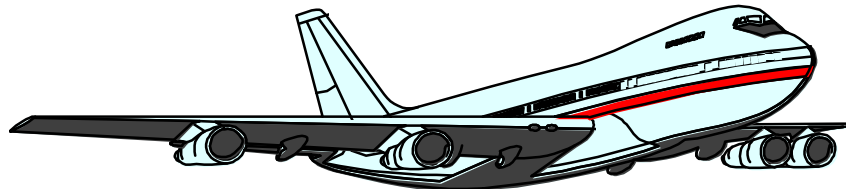
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 3/1/98 To 3/7/98

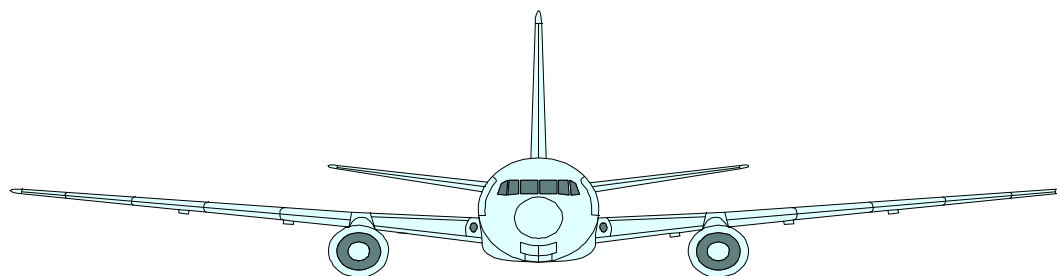
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
230033195														
TURBINE	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 230033195 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
2781032075														
HYDRAULIC LINE	SA227AC	1	-	-	-	-	-	-	-	-	-	-	-	1
TUBE	SA226TC	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 2781032075 - - - - -		2	-	-	-	-	-	-	-	-	-	-	1	1
27810321057														
HYDRAULIC LINE	SA227AC	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 27810321057 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
3000500024														
TORQ SIGNAL COND	DHC8301	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 3000500024 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
6526175														
ADAPTER	188C	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 6526175 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
831021002														
FAN BLADE	7672B7	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 831021002 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
LK75806														
OIL FEED TUBE	7572B7	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # LK75806 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
LW10842														
CRANKSHAFT	PA60601P	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # LW10842 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
RS2B														
RESISTOR	650	1	-	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 3/1/98 To 3/7/98 (cont'd)

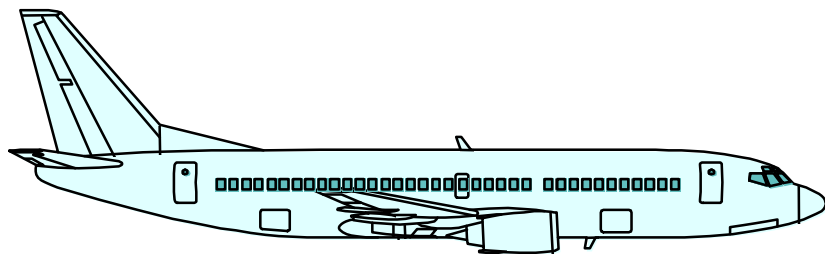
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
TOTAL of # RS2B - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (10) PART NUMBERS: - - - -		10	-	-	-	-	-	-	-	-	-	-	1	9
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**3/1/98 - 3/7/98 ISSUE: 98-10 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2731 SIMA	423MQ 030	AEROSP ATR42300				ROD S2738197100400	CORRODED LT ELEVATOR TAB	2/9/98	SIMA980402
SAW - DURING MBV-1 INSPECTION MAINTENANCE REPORTED THE LEFT ELEVATOR TRIM TAB CONTROL ROD WAS CORRODED. MAINTENANCE REMOVED AND REPLACED THE LEFT ELEVATOR TRIM CONTROL ROD IAW JIC 273141, RAI 10000-002. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2910 RAIA	424TE 124	AEROSP ATR42300				LINE MS27371G0143	FAILED GREEN HYD SYSTEM	20704	1/30/98 RAIA980135
FLT 7417 - FYV - GREEN SYSTEM HYDRAULIC PRESSURE DROPPED TO ZERO. LOW LEVEL CAPTION ILLUMINATED. MAINTENANCE INSPECTED AND REPLACED GREEN HYDRAULIC PUMP PRESSURE LINE. (M)									
3350 SIMA	422MQ 0028	AEROSP ATR42300				BATTERY PACK AD3127	DISCHARGED CABIN	2/7/98	SIMA980382
SAW - DURING PS-2 CHECK, MAINTENANCE DISCOVERED EMERGENCY LIGHT BATTERY PACK AT LOCATION 29 WL WAS INOP. MAINTENANCE REMOVED AND REPLACED BATTERY PACK AT LOCATION 29WL. OPS CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
3610 RAIA	422TE 106	AEROSP ATR42300				CLAMP ASNA214505	FAILED RT ENGINE	1/29/98	RAIA980134
FLT 7114 - STL - RIGHT ENGINE ONLY MADE 40 PERCENT TORQUE ON CLIMB-OUT, OIL PRESSURE CAPTION ILLUMINATED, CREW SHUT ENGINE DOWN. MAINTENANCE INSPECTED AND FOUND HP BLEED VALVE CLAMP HAD FAILED. MAINTENANCE REPLACED HP BLEED VALVE CLAMP.									
3830 SIMA	423MQ 030	AEROSP ATR42300				VENTURI TUBE S5368201500200	CORRODED LAVATORY	2/9/98	SIMA980408
SAW - DURING CPCP-4 INSPECTION MAINTENANCE DISCOVERED, THE TOILET VENTURI TUBE ASSY CORRODED BETWEEN FRAME 40 AND 41. MAINTENANCE REMOVED AND REPLACED VENTURI IAW SRM 51-25-02. A/C WAS RETURNED TO SERVICE. (M)									
5311 SIMA	423MQ 030	AEROSP ATR42300				FRAME S536713112005	CORRODED FUSELAGE	2/9/98	SIMA980401
SAW - DURING HMBV-1 INSPECTION REPORTED THAT FRAME 37 RIGHT AT FLOOR LEVEL WAS CORRODED. MAINTENANCE REPAIRED FRAME 37 RIGHT IAW SRM 53-67-70 FIGURE 402. A/C WAS RETURNED TO SERVICE. (M)									
5313 SIMA	423MQ 030	AEROSP ATR42300				STRINGER S5367140030002	CORRODED FUSELAGE	2/9/98	SIMA980409
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THAT STRINGER 21 LEFT BETWEEN FRAMES 39 AND 40 CORRODED. MAINTENANCE REPAIRED STRINGER 21 LEFT IAW SRM 53-00-00 FIG 428. A/C WAS RETURNED TO SERVICE. (M)									
5315 SIMA	423MQ 030	AEROSP ATR42300				FLOORBEAM S5367240601261	CORRODED CABIN	2/9/98	WIMA980406
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED THAT FLOORBEAM 36 AND 40 WERE CORRODED. MAINTENANCE REMOVED AND REPLACED FLOORBEAM 36 IAW SRM 51-25-01. MAINTENANCE REPAIRED FLOORBEAM 40 IAW SRM 53-61-40 FIGURE 412. A/C WAS RETURNED TO SERVICE. (M)									
5315 SIMA	423MQ 030	AEROSP ATR42300				FLOORBEAM S5367240901061	CORRODED CABIN	2/9/98	98ZZM264
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED THAT FLOORBEAM 36 AND 40 WERE CORRODED. MAINTENANCE REMOVED AND REPLACED FLOORBEAM 36 IAW SRM 51-25-01. MAINTENANCE REPAIRED FLOORBEAM 40 IAW SRM 53-61-40 FIGURE 412. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	423MQ 030	AEROSP ATR42300				SILL S5367131828001	CORRODED CABIN	2/11/98	SIMA980422
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE SERVICE DOOR SILL PLATE BETWEEN FRAME 36 AND FRAME 39 CORRODED. MAINTENANCE REMOVED AND REPLACED THE SILL PLATE IAW SER 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (X)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 SIMA	423MQ 030	AEROSP ATR42300				WEB S5367121721101	CORRODED FUSELAGE	2/9/98	98ZZZM263
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED, THE WEB AT STRINGER 14 RT BETWEEN FRAMES 39 AND CORRODED AND THE CREASE BEAM WEB BETWEEN FRAMES 35 AND 36 CORRODED ON RIGHT SIDE. MAINTENANCE REMOVED AND INSTALLED BOTH WEBS IAW SRM 51-25-03. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	423MQ 030	AEROSP ATR42300				SUPPORT S5367800820002	CORRODED CABIN	2/9/98	SIMA980405
DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT FLOOR SUPPORT BETWEEN FRAMES 39 AND 41 CORRODED AND THE LEFT FLOOR SUPPORT BETWEEN 39 AND 40 CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH FLOOR SUPPORTS IAW SRM 51-25-03. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	423MQ 030	AEROSP ATR42300				SUPPORT S5367800821602	CORRODED CABIN	2/9/98	98ZZZM265
DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT FLOOR SUPPORT BETWEEN FRAMES 39 AND 41 CORRODED AND THE LEFT FLOOR SUPPORT BETWEEN 39 AND 40 CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH FLOOR SUPPORTS IAW SRM 51-25-03. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	423MQ 030	AEROSP ATR42300				WEB S5367131829201	CORRODED FUSELAGE	2/9/98	SIMA980407
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED, THE WEB AT STRINGER 14 RT BETWEEN FRAMES 39 AND CORRODED AND THE CREASE BEAM WEB BETWEEN FRAMES 35 AND 36 CORRODED ON RIGHT SIDE. MAINTENANCE REMOVED AND INSTALLED BOTH WEBS IAW SRM 51-25-03. A/C WAS RETURNED TO SERVICE. (M)									
5321 SIMA	433MQ 151	AEROSP ATR42300				FLOOR 11S53173206003	CORRODED COCKPIT	2/11/98	SIMA980421
SAW - DURING HMBV-1 INSPECTION, MAINTENANCE REPORTED THE COCKPIT COPILOT FLOOR PANEL BETWEEN FRAMES 7 AND 9 CORRODED. MAINTENANCE REPAIRED THE FLOOR PANEL IAW ATR DRAWING S531R0161 ISSUE A. AIR ISSUED A SRAS. AIRCRAFT RETURNED TO SERVICE. (X)									
5347 SIMA	423MQ 030	AEROSP ATR42300				SEAT TRACK S53678001201	CORRODED CABIN	2/9/98	SIMA980404
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED THE FOLLOWING SEAT TRACKS WERE CORRODED. THE LEFT OUTBOARD, LEFT AFT INBOARD, RIGHT AFT OUTBOARD, RIGHT AFT INBOARD. MAINTENANCE REMOVED AND REPLACED SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
5347 SIMA	423MQ 030	AEROSP ATR42300				SEAT TRACK S53678001202	CORRODED CABIN	2/9/98	98ZZZM266
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED THE FOLLOWING SEAT TRACKS WERE CORRODED. THE LEFT OUTBOARD, LEFT AFT INBOARD, RIGHT AFT OUTBOARD, RIGHT AFT INBOARD. MAINTENANCE REMOVED AND REPLACED SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
5347 SIMA	423MQ 030	AEROSP ATR42300				SEAT TRACK S53678001200	CORRODED CABIN	2/9/98	98ZZZM267
SAW - DURING CPCP-4 INSPECTION MAINTENANCE REPORTED THE FOLLOWING SEAT TRACKS WERE CORRODED. THE LEFT OUTBOARD, LEFT AFT INBOARD, RIGHT AFT OUTBOARD, RIGHT AFT INBOARD. MAINTENANCE REMOVED AND REPLACED SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
5347 SIMA	423MQ 030	AEROSP ATR42300				SEAT TRACK S53678001210	CORRODED CARGO COMPT	2/9/98	SIMA980403
SAW - DURNG CPCP-4 INSPECTION MAINTENANCE REPORTED THE FOLLOWING SEAT TRACKS WERE CORRODED. THE LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, RIGHT AFT CARGO, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
5347 SIMA	423MQ 030	AEROSP ATR42300				SEAT TRACK S53678001212	CORRODED CARGO COMPT	2/9/98	98ZZZM268
SAW - DURNG CPCP-4 INSPECTION MAINTENANCE REPORTED THE FOLLOWING SEAT TRACKS WERE CORRODED. THE LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, RIGHT AFT CARGO, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3242 RAIA	721TE 217	AEROSP ATR72202				BRAKE ASSY AHA1653	SMOKING LT MLG	7890	2/1/98 RAIA980201
FLT 7159 - STL - LEFT OUTBOARD BRAKE WAS SMOKING ON TAXI INTO GATE. MAINTENANCE INSPECTED LEFT OUTBOARD BRAKE. MAINTENANCE REMOVED AND REPLACED LEFT OUTBOARD BRAKE ASSEMBLY. TAXIED AIRCRAFT NO SMOKING NOTED. (M)									
5610 SIMA	538AT 538	AEROSP ATR72212			PPG	WINDSHIELD NP1588014	FAILED RT COCKPIT		2/3/98 SIMA980341
ORD - FLT 4041 - VERY STRONG ELEC SMOKE ODOR IN-FLIGHT. REMOVED AND REPLACED RT WINDSHIELD, FOUND BURN SPOTS ON WINDSHIELD. NO OTHER DEFECTS NOTED. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. (X)									
2170 AALA	7083A 645	AIRBUS A300B4605R				COALESER 20D102	DIRTY CABIN		1/24/98 AALA980206
JFK - FLT 0105 - AFTER TAKEOFF JFK, FLIGHT ATTENDANT NOTED A STRONG ELECTRICAL/OIL SMELL IN CABIN. AIRCRAFT RETURNED TO JFK AND LANDED WITHOUT INCIDENT. REPLACED ALL COALESCER BAGS AND BURNED PACKS OFF AFTER CHANGE. SYSTEMS CHECKED NORMAL OPERATION AND AIRCRAFT RELEASED INTO SERVICE. (X)									
3230 AALA	25071 514	AIRBUS A300B4605R				STRUT	ICED UP NLG DRAG STRUT		1/27/98 AALA980224
ORY - FLT 0146 - DURING APPROACH ORY, LANDING GEAR HANDLE SELECTED DOWN, NOSE LANDING GEAR FAILED TO INDICATE SAFE. CREW CYCLED GEAR AND THE UNSAFE MESSAGE EXTINGUISHED. AIRCRAFT LANDED ORY WITHOUT INCIDENT. INSPECTION FOUND DRAG STRUT COVERED IN ICE. STRUT WAS CLEANED AND LUBRICATED, SENSORS WERE CHECKED AND OPERATED NORMALLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									
3350 AALA	41063 506	AIRBUS A300B4605R				WIRE	BROKEN CABIN		1/25/98 AALA980207
MIA - DURING OVERNIGHT MAINTENANCE, FOUND EMERGENCY EXIT FLOOR TRACT LIGHTING AT PASSENGER SEATS 8B AND 10B INOPERATIVE. REPAIRED BROKEN EMERGENCY EXIT LIGHT WIRE AT PASSENGER SEAT 8B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2564 RYNA	GBXKA 714	AIRBUS A320214				LIFE RAFT 4600109RB	DAMAGED LT CABIN		12/16/97 98ZZZX899
UPON DEPLOYING THE LEFT HAND AFT EMERGENCY LIFE RAFT FOR A WET EVACUATION DEMONSTRATION FOR FAA, THE RAFT DID NOT FULLY INFLATE. REMOVED AND REPLACED THE LEFT HAND AFT EMERGENCY LIFE RAFT.									
5610 UALA	406UA 454	AIRBUS A320232	IAE V2527A5			WINDOW NP1653131	CRACKED LT COCKPIT	53 31	10/4/97 97UAL900750
UPON ARRIVAL, FOUND LOWER ECAM WARNING RELATED TO THE NR 3 CAPTAINS FIXED WINDOW 7DG1. INSPECTED AND FOUND THE NR 3 WINDOW CRACKED 7DG1 NP165313-1 OUT OF LIMITS REF AIRBUS MM 56-11-12-200-001. REPLACED NR 3 CAPTAINS FIXED WINDOW REF MM TASK 56-11-12-400-002. SUBSEQUENT INSPECTION OF WINDOW CONFIRMS A 9 INCH CRACK IN THE LOWER LT CORNER OF THE INNER (STRUCTURAL) GLASS PLY. THERE IS ALSO EVIDENCE OF MOISTURE INGRESS AND DELAMINATION OF THE GLASS PLYS IN THE AREA.									
3230 DKAA	301R 3	AMD FALCON20C5				RETRACT MECH	ICED UP LANDING GEAR		1/16/98 DKAA98001
AFTER TAKEOFF LANDING GEAR DOORS WOULD NOT CLOSE. CLEANED ICE AND SLUSH FROM LANDING GEAR AND CLEANED UPLOCKS. OPERATIONAL CHECKS GOOD ON GEAR RETRACTION/EXTENSION TESTS IAW AMD MM 32-30. AIRCRAFT RETURNED TO SERVICE. (M)									
3445 AY55	815AS E2084	BAG BAE146200A				RELAY M3901661052	MALFUNCTIONED TCAS SYSTEM		2/13/98 98ZZZX861
THE FOLLOWING WAS FOUND DURING FUNCTIONAL TEST OF TCAS DURING AIRCRAFT INSPECTION. COULD NOT OBTAIN CLIMB ADVISORY ON TCAS. TROUBLESHOT AND FOUND THAT CLIMB INHIBIT WAS ACTIVATED DUE TO 2 EACH RELAYS INOP (COILS OPEN). ONE RELAY IS LOCATED AT 3440-K1 AND THE OTHER IS LOCATED AT 3440-K2. CONFIRMED PROPER OPERATION IN CLIMB INHIBIT MODE. REPLACED BOTH RELAYS AND OPERATIONAL TEST PERFORMED GOOD. NOTE: TCAS INDICATOR DOES NOT DISPLAY CLIMB INHIBIT MODE AT ANY TIME AS NORMAL OPERATION.									

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3445	816AS	BAG				RELAY	MALFUNCTIONED		2/13/98
AY55	E2087	BAE146200A				M3901661052	TCAS SYSTEM		98ZZZX860
THE FOLLOWING WAS FOUND DURING FUNCTIONAL TEST OF TCAS DURING AIRCRAFT INSPECTION. COULD NOT OBTAIN CLIMB ADVISORY ON TCAS. TROUBLESHOT AND FOUND THAT CLIMB INHIBIT WAS ACTIVATED DUE TO 2 EACH RELAYS INOP (COILS OPEN). ONE RELAY IS LOCATED AT 3440-K1 AND THE OTHER IS LOCATED AT 3440-K2. CONFIRMED PROPER OPERATION IN CLIMB INHIBIT MODE. REPLACED BOTH RELAYS AND OPERATIONAL TEST PERFORMED GOOD. NOTE: TCAS INDICATOR DOES NOT DISPLAY CLIMB INHIBIT MODE AT ANY TIME AS NORMAL OPERATION.									
2422	871JX	BAG				INVERTER	FAILED	384	1/29/98
RAIA	871	JETSTM3201				1B3501B13	E/E COMPT		RAIA980131
FLT 4794 - LAX - NR 1 INVERTER FAILED, CREW SMELLED SMOKE. MAINTENANCE INSPECTED AND REPLACED NR 1 INVERTER. (M)									
2932	341TE	BAG				TUBE	LEAKING	11072	1/23/98
RAIA	950	JETSTM3201				137311D1447	HYD XMITTER		RAIA980126
STL - FLT 7469 - LOST HYDRAULIC PRESSURE ON DESCENT. REPLACED LINE TO HYDRAULIC PRESSURE TRANSMITTER. (M)									
3421	423AM	BAG				VERTICAL GYRO	FAILED	11251	1/28/98
RAIA	858	JETSTM3201				7000622901	E/E COMPT		RAIA980130
FLT 7069 - STL - CAPTAINS ADI TUMBLED AFTER TAKEOFF. MAINTENANCE REPLACED CAPTAINS VERTICAL GYRO. (M)									
3610	427AM	BAG				BLEED LINE	FAILED	12882	1/29/98
RAIA	876	JETSTM3201				13711543L48	LT ENGINE		RAIA980132
FLT 7023 - STL - LEFT FUEL LOW PRESSURE CAPTION ILLUMINATED AND FUEL PRESSURE INDICATING LOW. MAINTENANCE INSPECTED AND FOUND LEFT ENGINE BLEED LINE BROKEN. MAINTENANCE REPLACED LEFT ENGINE BLEED LINE. (M)									
7321	435AM	BAG	GARRTT			FUEL CONTROL	FAILED	854	1/26/97
RAIA	889	JETSTM3201	TPE33112UA			89737527	NR 2 ENGINE		RAIA980129
ALO - FLT 7469 - NR 2 ENGINE WOULD NOT PRODUCE TARGET TORQUE. REMOVED AND REPLACED FUEL CONTROL. (M)									
7714	418UE	BAG				TACH GENERATOR	FAILED		1/26/98
WTAA	780	JETSTM3101				AG34	LT ENGINE		WTAA980015
OXR - LEFT ENGINE RPM INDICATION DROPPED TO ZERO ON TAKEOFF ROLL. TAKEOFF ABORTED. AIRCRAFT FERRIED TO LAX FOR REPAIRS. MAINTENANCE REPLACED LEFT ENGINE TACH GENERATOR. OPERATIONAL CHECK OF LEFT RPM GAUGE SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3150	87SK	BEECH				CIRCUIT BREAKER	FAILED		1/15/98
S2YA	UE87	1900D				727725	RT COCKPIT		S2YA98004
GRR/MKE - FLT 1125 - DURING FLIGHT, SMOKE STARTED TO COME OUT FROM BEHIND THE RT COCKPIT CB PANEL. THE CREW STARTED PULLING CIRCUIT BREAKERS UNTIL THEY FOUND THE ONE THAT MADE THE SMOKE STOP. ONCE THE SMOKE WAS STOPPED, THE CREW REQUESTED PRIORITY LANDING CLEARANCE. AFTER A SAFE LANDING IN MKE, MAINTENANCE REPLACED THE AURAL WARNING CIRCUIT BREAKER AND CLEANED THE GLYCOL OUT FROM BEHIND THE CIRCUIT BREAKER PANEL. (X)									
3230	881SK	BEECH				RETRACT MECH	MALFUNCTIONED		2/10/98
S2YA	UE88	1900D					LANDING GEAR		S2YA98005
MSN/MKE - FLT 1158 - DURING APPROACH, CREW SELECTED LANDING GEAR DOWN WHICH FAILED TO EXTEND. CREW DECLARED AN EMERGENCY AND MANUALLY EXTENDED LANDING GEAR. AFTER RECEIVING ALL 3 GEAR DOWN AND LOCKED INDICATIONS, MADE UNEVENTFUL LANDING. MAINTENANCE INSPECTED AND GROUND OPERATED THE LANDING GEAR AND NO PROBLEMS NOTED WITH THE SYSTEM. AFTER A SATISFACTORY TEST FLIGHT, AIRCRAFT WAS RETURNED TO SERVICE. (X)									

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3230 S2YA	881SK UE88	BEECH 1900D				WIRE	CHAFED LANDING GEAR		2/14/98 S2YA98006
MKE - FLT 6350 - DURING APPROACH, MKE TO MKE TRAINING FLIGHT, CREW SELECTED LG DOWN, DID NOT EXTEND. WHEN CREW SELECTED LANDING GEAR DOWN, LG RELAY CB OPENED. CREW DECLARED EMERG, MANUALLY EXTENDED MLG, AND AFTER RECEIVING A 3-DOWN LOCKED IND, MADE SAFE LANDING. MAINT INSP ACFT AND REPLACED LG GROUND SERVICE VALVE. AFTER GROUND CYCLES, ACFT TEST FLOWN, LG FAILED TO EXTEND WITH LG RELAY CB OPENING. MAINT INSP ACFT AND REPLACED TB-150, SPLICED A WIRE AT RT GEAR UPLOCK SWITCH. AFTER GROUND CYCLES, ACFT TEST FLOWN, LG FAILED, CB OPENING. MAINT INSP, FND WIRE G11A22 CHAFING TO GROUND, LT WING CENTER SECT. WIRE REPAIRED, GEAR GROUND OPERATED, ACFT TEST FLOWN. TEST FLT SUCCESSFUL, ACFT RETURNED TO SERVICE.									
3416 S2YA	81SK UE81	BEECH 1900D				ALTIMETER	MALFUNCTIONED LT COCKPIT		1/10/98 S2YA98001
AT 2,000 FEET, THE CAPTAIN'S ALTIMETER FLAGGED AND THE AIRSPEED INDICATOR FROZE. THE CREW SWITCHED TO ALT STATIC, AND THE AIRSPEED WENT TO NORMAL, ALTIMETER REMAINED FLAGGED. THE CREW RETURNED TO ESC. AFTER SAFE LANDING IN ESC, AIRCRAFT FERRIED TO MKE WHERE MAINTENANCE INSPECTED THE PITOT AND STATIC DRAINS, PERFORMED PITOT FUNCTION AND LEAK CHECK TO 280 KNOTS. PERFORMED A STATIC LEAK CHECK TO 24,000 FEET. NO DEFECTS NOTED IN EITHER THE PITOT OR STATIC SYSTEMS. (X)									
3425 MASA	50YV UE50	BEECH 1900D				EFIS TUBE 6229681001	FAILED RT INSTR PANEL		11/7/97 MASA97283
WHILE CONDUCTING A MAINTENANCE TEST FLT FOR AUTOFEATHER PROBLEM, F/O'S EFIS TUBE FAILED, EMITTING SMOKE. CREW DECLARED AN EMERGENCY AND RETURNED TO THE FIELD, LANDING WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED EFIS TUBE, OPS CHECK GOOD. (M)									
3610 C2XA	87557 UE246	BEECH 1900D				TUBE 313823E4M0020	BROKEN LT WING		1/7/98 C2XA98CL004
CLE - FLT 3006 - CREW REPORTED THE RIGHT HAND BLEED AIR FAIL LIGHT ILLUMINATED IN-FLIGHT. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE AIRCRAFT THEN REPAIRED A BROKEN EVA TUBE IAW B1900D MM 26-11-00. OPERATIONAL AND LEAK CHECKS WERE SATISFACTORY. AIRCRAFT RELEASED FOR SERVICE. (X)									
5210 MASA	219YV UE219	BEECH 1900D			1294000321	HANDLE 10151407611	LACK OF LUBE AIRSTAIR DOOR		1/15/98 MASA98010
MTJ/DEN - IN DEN PILOT REPORTED THE PASSENGER DOOR WAS STIFF AND HARD TO OPEN. DEN MAINTENANCE LUBRICATED THE DOOR HANDLE. AIRCRAFT WAS RETURNED TO SERVICE. (X)									
5270 S2YA	85SK UE85	BEECH 1900D				SWITCH	DIRTY PASSENGER DOOR		1/13/98 S2YA98003
MKE/CLE - FLT 1158 - DURING FLIGHT, THE CABIN DOOR ANNUNCIATOR ILLUMINATED. THE CREW DIVERTED TO THE NEAREST SUITABLE AIRPORT, LAN. AFTER A SAFE LANDING, THE ANNNUNCIATOR WAS PLACED ON MEL. THE FLIGHT THEN CONTINUED ON TO CLE. ON 1-14-98, MAINTENANCE CLEARED THE CABIN DOOR ANNUNCIATOR SWITCH, OPERATION CHECKED GOOD, AND THE MEL WAS CLEARED. (X)									
5610 S2YA	891SK UE89	BEECH 1900D				WINDSHIELD 10138402521	CRACKED LT COCKPIT	5013	1/12/98 S2YA98002
MKE/CMH - WHILE CLIMBING THROUGH FL 120, THE CAPTAIN'S WINDSHIELD CRACKED. THE CREW NOTIFIED ATC, DECLARED AN EMERGENCY AND RETURNED TO MKE. AFTER MAKING A SAFE LANDING, MAINTENANCE REPLACED THE WINDSHIELD AND RETURNED AIRCRAFT TO SERVICE. THE CRACK WAS FOUND IN THE OUTER PLY OF THE WINDSHIELD; WITH CRACKING IN THE OUTER PLY, CONTINUED FLIGHT IS ALLOWED. (X)									
5753 AMWA	228YV UE228	BEECH 1900D				SKIN	CRACKED RT TE FLAP	5544	1/21/98 98ZZZX937
ICT - OVERNIGHT MAINTENANCE FOUND 3 SMALL CRACKS ON THE BOTTOM SIDE OF THE RT OUTBOARD FLAP 3 INCHES FROM INBOARD END. REPAIRED CRACK IAW AMWA TO 1900-00-0001.									
5230 FDEA	143FE 19136	BOEING 727100	PWA JT8D7			HINGE 6541990129	ELONGATED HOLES CARGO DOOR		3/2/98 98FDEA00146
UPON REMOVAL OF MAIN CARGO DOOR FWD END HINGE FOUND FASTENER HOLES TO BE ELONGATED REQUIRING REPLACEMENT OF FORWARD END HINGE.									

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2131 MZZA	75429 21427	BOEING 7272F9				CONTROLLER 7612608	FAILED CABIN	2/10/98	MZZA98081
GUM - FLT 0975 - L/P 7963825 - AT APPROXIMATELY 25 MINUTES OUT AFTER TAKEOFF, CREW ADVISED CABIN CLIMBING AT 400 FEET PER MINUTE WITH AIRCRAFT AT FL 29.0. UNABLE TO CONTROL PRESSURIZATION AT ALL MODES AUTO/STANDBY/MANUAL. MAINTENANCE TROUBLESHOT SYSTEM AND REPLACED CABIN PRESSURE CONTROLLER PER MM 21-31-00. GROUND CHECKS OK. MAINTENANCE REQUEST CREW FOR EVALUATION AND SUBSEQUENT FLIGHTS. ALL SYSTEM WORKS NORMAL. (X)									
2133 FDEA	504FE 18274	BOEING 72725				OUTFLOW VALVE	FAILED CABIN	2/23/98	98FDEA00147
AIRCRAFT WOULD NOT PRESSURE AFTER TAKEOFF WITH TWO PACKS ON AND OUTFLOW VALVE CLOSED. COMPLETED UNSCHEDULED CABIN PRESSURE CHANGE CHECK LIST WITH NEGATIVE RESULTS. PERFORMED PRESSURIZATION TEST PER MAINTENANCE MANUAL 21-30-0 PAGE 501 TO 503. FOUND LEFT OUTFLOW VALVE STAYING OPEN. REMOVED AND REPLACED LEFT OUTFLOW VALVE, OPERATIONAL CHECK GOOD.									
2530 UALA	7447U 21901	BOEING 727222	PWA JT8D15			COFFEEMAKER	FAILED GALLEY	10/12/97	97UAL900767
SMOKE SMELL IN FORWARD GALLEY AREA. SUSPECT COMING FROM FORWARD COFFEEMAKER. HALON FIRE EXTINGUISHER DISCHARGED. DIVERTED TO ABE.									
2612 EISA	366PA 22538	BOEING 727221				AURAL WARNING 5116842	MALFUNCTIONED COCKPIT	2/16/98	EISA98013
FIRE BELL SOUNDED EN ROUTE FROM HDN TO DFW. REMOVED AND REPLACED AURAL WARNING UNIT. TT: 31,095:9 HOURS. TC: 16,292. (X)									
2612 EISA	366PA 22538	BOEING 727221				FIRE BELL	SOUNDED COCKPIT	2/8/98	EISA98012
FIRE BELL SOUNDED IN-FLIGHT WITH BOTH PILOT AND COPILOT MASTER FIRE WARNING LIGHTS ILLUMINATED. NO AREA OR POSITION LIGHT ILLUMINATED. INSPECTED ENGINE FOR LEAKS. ALSO, INSPECTED FIRE LOOPS FOR WEAR AND DAMAGE AND DEFECTS. NONE NOTED. OPS CHECK GOOD. (X)									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	WATER CONTAM NR 2 FIREWALL	2/1/98	EISA98011
CLIMBING THROUGH FL 240 FIREBELL CAME ON, SILENCED BELL NO OTHER INDICATIONS NOTED, BELL SOUNDED NUMEROUS TIMES DURING FLIGHT. REMOVED MOISTURE, CLEANED DRIED NR 2 ENGINE FIREWALL, DISCONNECT 3D1482J FIRE DETECTION SYSTEM, TEST NORMAL IAW B727 MM 27-00-00. (M)									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY NR 3 FIREWALL	1/30/98	98ZZM269
IN FLIGHT FIRE BELL SOUNDED AND NO LIGHT ILLUMINATED. DISCONNECTED NR 1 AND NR 3 FIREWALL CONNECTORS, CLEANED CONTACTS, APPLIED DIELECTRIC SILICONE AND RECONNECTED. ALSO, SEALED CONNECTOR ON NR 2 ENGINE. OPS CHECK OK. (M)									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY NR 1 FIREWALL	1/30/98	EISA98007
IN FLIGHT FIRE BELL SOUNDED AND NO LIGHT ILLUMINATED. DISCONNECTED NR 1 AND NR 3 FIREWALL CONNECTORS, CLEANED CONTACTS, APPLIED DIELECTRIC SILICONE AND RECONNECTED. ALSO, SEALED CONNECTOR ON NR 2 ENGINE. OPS CHECK OK. (M)									
2751 NWAA	289US 21377	BOEING 727251				INDICATOR 1812993	FAILED TE FLAPS	23338 3457	3/1/98 9803432289
DURING CLIMB, INBOARD FLAPS REMAINED IN TAKEOFF CONFIGURATION. FLIGHT WAS DIVERTED TO MIA AND LANDED WITHOUT INCIDENT. REPLACED INBOARD FLAP INDICATOR, OPERATIONAL CHECK OK.									
2782 DALA	489DA 21019	BOEING 727232			269002917	ACTUATOR	LEAKING NR 2 LE SLAT	2/27/98	DL72S980496
HYD SYS-A FAILURE IN FLT. REPLACED NR 2 LEADING EDGE SLAT ACTUATOR.									

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2782 DALA	517DA 21433	BOEING 727232				BRACKET	CRACKED RT LE FLAP ACT		2/26/98 DL72S980479
FOUND DURING B-2 LETTER CHECK, NR 5 L/E FLAP ACTUATOR O/B ATTACH BRACKET CRACKED. REPAIRED PER M/M 57-20-21.									
3260 MZZA	69741 22250	BOEING 727224				SWITCH 2314143	INOPERATIVE LT MLG DOOR		2/8/98 MZZA98079
GUM - FLT 0949 - L/P 7950069 - AIR RETURN DUE TO LEFT LANDING GEAR DOOR LIGHT ILLUMINATED AFTER GEAR RETRACTION. MAINTENANCE REQUESTED FOR FLY-BY TO CONFIRM GEAR DOOR CLOSED. MAINTENANCE TROUBLESHOT SYSTEM, FOUND LEFT LANDING GEAR DOOR SWITCH BAD. PLACARDED DOOR LIGHT INOP AND FLT DISPATCHED WITHOUT FURTHER INCIDENT. SAIPAN STATION REMOVED AND REPLACED LEFT GEAR DOOR WARNING SWITCH PER MM 32-62-11. OPS CHECKS GOOD AND RELEASED AIRCRAFT FOR SERVICE. (X)									
3350 UALA	7256U 21403	BOEING 727222	PWA JT8D15			BATTERY PACK 6013211L8	DISCHARGED CABIN		9/30/97 97UAL900739
BOTH FORWARD DOOR EMERGENCY SLIDE LIGHTS ARE INOPERATIVE. FOUND BATTERY DISCHARGED. REPLACED BATTERY PACK.									
3350 UALA	7257U 21404	BOEING 727222	PWA JT8D15			LAMP 1619	FAILED CABIN		9/30/97 97UAL900740
BOTH AFT DOORS EMERGENCY SLIDE LIGHTS ARE INOPERATIVE. LAMPS WERE BURNED OUT. REPLACED LAMPS AND SYSTEM CHECKED OKAY.									
3350 UALA	7441U 21895	BOEING 727222	PWA JT8D15			BATTERY PACK	DISCHARGED CABIN		10/7/97 97UAL900751
EMERGENCY EXIT LIGHT ON CEILING BY OVERWING EXITS IS INOPERATIVE. REPLACED BATTERY PACK.									
3350 AALA	872AA 21384	BOEING 727223				LIGHT	DEFECTIVE CABIN		1/29/98 AALA980232
DFW - DURING OVERNIGHT CHECK, FIRST CLASS EMERGENCY FLOOR LIGHT FOUND INOPERATIVE. REPLACED LIGHT STRIP AT FIRST CLASS EMERGENCY FLOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	873AA 21385	BOEING 727223				WIRE	CHAFED CABIN		2/8/98 AALA980277
IAH - DURING OVERNIGHT MAINTENANCE, AFT VAULT DOOR LEFT AND RIGHT SIDE EMERGENCY EXIT LIGHTS WERE INOPERATIVE. REPAIRED CHAFED WIRES AND AS A PRECAUTIONARY, REPLACED BATTERY AND CHARGER ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	877AA 21389	BOEING 727223			GRIMES	LIGHT 1000679	DEFECTIVE CABIN		2/10/98 AALA980303
DFW - DURING OVERNIGHT MAINTENANCE, RIGHT HAND FORWARD SERVICE DOOR EMERGENCY LIGHT FAILED TO ILLUMINATE. REPLACED RIGHT HAND FORWARD SERVICE DOOR EMERGENCY LIGHT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	707AA 22464	BOEING 727223				WIRE	BROKEN CABIN		2/6/98 AALA980253
MIA - DURING OVERNIGHT CHECK, FOUND EMERGENCY FLOOR LIGHTING AT PASSENGER SEAT ROWS 9 TO 15 INOPERATIVE. REPLACED BROKEN WIRE AT EMERGENCY FLOOR LIGHT PASSENGER SEAT ROWS 9 TO 15. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 TAOA	922TS 20415	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		2/14/98 TAOA029807
EMERGENCY EXIT LIGHT AT AFT EXIT DOOR IS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM 33-50-0 (FLIGHT 6541 FOUND ON L/S CHECK DCA). (X)									
3350 K3HA	353PA 20622	BOEING 727225				BATTERY CHARGER 110049	INOPERATIVE CABIN		2/23/98 K3HA980016
FORWARD PORTION OF EMERGENCY PATH LIGHTING WAS OUT. INSTALLED NEW BATTERY CHARGER.									

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3350 K3HA	8880Z 21453	BOEING 727225				WIRE	EXPOSED CABIN		2/19/98 K3HA980017
EMERGENCY PATH LIGHT TRACK OUT AND WIRING EXPOSED FORWARD ACROSS FROM FORWARD GALLEY. REPOSITIONED EMERGENCY PATH LIGHTING TRACK.									
3350 K3HA	8880Z 21453	BOEING 727225				BATTERY 37067	DISCHARGED CABIN		2/26/98 K3HA980019
VENTRAL STAIR EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY (P/N 37067-001) (S/N MC-13) AND TIGHTENED LOOSE WIRE, OPS CHECK GOOD.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY 37067001	DISCHARGED CABIN		2/27/98 K3HA980020
AFT VENTRAL AIRSTAIR EMERGENCY EXIT SIGN INOP. REMOVED AND REPLACED VENTRAL AIRSTAIR EMERGENCY EXIT SIGN BATTERY (P/N 37067-001) (S/N KP1048) OPS CHECK OK.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY	CORRODED CABIN		2/22/98 K3HA980018
L1 DOOR OVERHEAD EMERGENCY EXIT LIGHT DOES NOT COME ON. CLEANED BATTERY TERMINALS. OPERATIONAL CHECKS OK.									
3350 NWAA	818EA 22555	BOEING 727225				LIGHT	INOPERATIVE CABIN		2/20/98 9803552709
DURING PREFLIGHT, FOUND FORWARD CABIN EMERGENCY LIGHT INOPERATIVE. REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 TAOA	925TS 21244	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		2/12/98 TAOA029805
EMERGENCY EXIT LAMP AT 3-ABC OVERHEAD INOPERATIVE. REPLACED BASE ASSEMBLY AND BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM 33-50-00. OFF FLIGHT 6141 L/S OVERNIGHT. (X)									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/1/98 RAAA98B2010
AFT EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C				EMERGENCY LIGHT 1000679	INOPERATIVE CABIN		2/25/98 RAAA98B2009
MID CABIN DOOR EMERGENCY EXIT LIGHT FLASHES ON AND OFF. CHANGED LIGHT ASSY DUE FAILED.									
3350 TWAA	64339 20844	BOEING 727231				POWER PACK 6104783	INOPERATIVE CABIN		2/11/98 TWAA9802201
STL - DURING MAINTENANCE CHECK, THE AFT CABIN EGRESS LIGHTS WERE FOUND INOPERABLE FROM ROW 27 AFT. REMOVED WATER FROM EGRESS LIGHT STRIP AND REPLACED POWER PACK. CHECK-C 5-12-97 MCI. (X)									
3350 DALA	409DA 21153	BOEING 727232				BATTERY PACK 900835A	DISCHARGED CABIN		2/28/98 DL72S980492
EMERGENCY LIGHTS ON AFT CARGO DOOR AND ABOVE EMERGENCY EXITS LFT SIDE FLASHING. REPLACED BOTH BATTERY PACKS.									
3350 DALA	534DA 22047	BOEING 727232				LIGHT	INOPERATIVE CABIN		2/28/98 DL72S980495
PORTABLE EMERGENCY LIGHT ABOVE R1 GALLEY DOOR IS INOP. REPLACED LIGHT ASSY.									

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3350 CALA	17407 21270	BOEING 727243			IDD AEROSPAC	LIGHT 10617837	INOPERATIVE CABIN		3/2/98 CALA9800361
INSPECTION FOUND THE EMERGENCY EXIT LIGHT AT ROW 28 AND 29 INOPERATIVE. THE EXIT SIGN WAS REMOVED AND REPLACED. ALSO, MAINTENANCE FOUND PIN AT SIGN CANNON PLUG BENT AND BROKEN WIRING. THE PIN AND WIRING WERE REPAIRED AND OPERATION OF THE LIGHT WAS NORMAL.									
3350 NWAA	290US 21378	BOEING 727251				LIGHT	INOPERATIVE COCKPIT		2/26/98 9803572290
DURING PREFLIGHT, FOUND COCKPIT EMERGENCY LIGHT INOPERATIVE. REPLACED EMERGENCY LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 NWAA	291US 21379	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		2/25/98 9803562291
DURING PREFLIGHT, FOUND BOTH LEFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED BATTERY PACK AND CHARGER, OPERATIONAL CHECK OK.									
3350 NWAA	501US 23190	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		2/21/98 9803535501
DURING PREFLIGHT, FOUND DOOR 1R AND SEVERAL EMERGENCY LIGHTS IN FIRST CLASS ONLY STAY ON FOR ABOUT 5 SECONDS. REPLACED BATTERY PACK IN POWER SUPPLY M730, OPERATIONAL CHECK OK.									
3350 TAOA	916TS 20437	BOEING 727254				WIRE	BROKEN CABIN		2/14/98 TAOA029806
EPL LIGHTS AT ROW 16 THROUGH ROW 19 INOPERATIVE AT FLOOR TRACK. REPAIRED BROKEN WIRE AND REINSTALLED EPL TRACK SECTION. OPERATIONAL CHECK NORMAL PER MM 33-50-0. (FLIGHT 6530 FOUND ON L/S LGA). (X)									
3350 IPXA	939UP 19532	BOEING 72727C				BATTERY PACK	DISCHARGED CABIN		3/2/98 UPS98225955
INSPECTION TYPE-N/A, WITH EMERGENCY LIGHT SWITCH OFF, MAIN ENTRY DOOR EMERGENCY LIGHT ILLUMINATES. WHEN POWER IS REMOVED FROM A/C RESEATING UNIT, HAD NO EFFECT LIGHT ASSY (S/N 27741). REMOVED AND REPLACED BATTERIES, OPS CHECK GOOD.									
5210 UALA	7441U 21895	BOEING 727222	PWA JT8D15			MECHANISM	NOT LATCHED L1 DOOR		10/9/97 97UAL900760
DOOR L1 CAME OPEN DURING TAXI IN. AIRCRAFT WAS ALREADY DEPRESSURIZED. FLIGHT ATTENDANT GRABBED AND CLOSED HANDLE.									
5313 FDEA	145FE 19109	BOEING 72727C				STRINGER 652353522	CORROSION BS 540-740		2/28/98 98FDEA00143
CORROSION (C53-224-02) ON STRINGER 3 RT AT BS 540 TO 740.									
5315 AALA	727AA 20734	BOEING 727227				FLOORBEAM	CORRODED BS 328		1/6/98 AALA980083
TUL - FOUND STATION 328, 52LBL FLOORBEAM CORROSION. INSTALLED DOUBLER ON FLOORBEAM PER SRM 53-10-08 PAGE 49-53. (M)									
5320 AALA	727AA 20734	BOEING 727227				BEAM	CRACKED BS 1183		1/6/98 AALA980087
TUL - FOUND CRACK RIGHT SIDE 1183 BEAM FORWARD SIDE 24 INCHES OUTBOARD FROM VAULT DOOR FRAME STRINGER 13 AREA. INSTALLED SERVICEABLE BEAM PREVENT MOD AND REPAIR PER BOEING BWG 65C34406 (S/B 727-53-0192). (M)									
5320 AALA	727AA 20734	BOEING 727227				WEB	CORRODED BS 1130-1183		1/6/98 AALA980086
TUL - RIGHT AFT LAV FLOOR WEB HAS SEVERAL AREAS OF CORROSION ON TOP SIDE. INSTALLED NEW FLOOR WEB PER SRM 51-10-1 PAGE 4. (M)									

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5320 AALA	727AA 20734	BOEING 727227				SHEAR TIE	CORRODED BS 680		1/6/98 AALA980085
TUL - FOUND CORROSION AT SHEAR TIE STATION 680 BETWEEN STRINGER 26L AND STRINGER 27L. REPLACED SHEAR TIE PER SRM 51-10-1. (M)									
5320 AALA	727AA 20734	BOEING 727227				SHEAR TIE	CORRODED BS 720		1/9/98 AALA980084
TUL - FOUND CORROSION ON SHEAR TIE STRINGER 26R AT STATION 720. REMOVED AND REPLACED SHEAR TIE PER SRM 51-10-1. (M)									
5320 FDEA	105FE 19194	BOEING 72722C				STIFFENER 651841515	CORRODED BS 346		3/2/98 98FDEA00145
CORROSION (C53-100-01,1) ON NOSE WHEEL WELL BOX STIFFENER BS 346, WL 182, LBL 14.									
5320 DALA	517DA 21433	BOEING 727232				WEB	CRACKED BS 1243		2/26/98 DL72S980486
WHILE BUYING BACK N/R 52 FOUND LT TORQUE BOX VERTICAL WEB UPPER LIGHTENING HOLE STA 1243 CRACKED AT PREVIOUS ROUT OUT. REPAIRED PER M/M 53-11-0 PG 828.									
5320 DALA	517DA 21433	BOEING 727232				WEB	CRACKED BS 1223		2/26/97 DL72S980478
FOUND ON B2 LETTER CK, .25 INCH CRACK AT LT TORQUE BOX VERTICAL WEB UPPER LIGHTENING HOLE STA 1223. REPAIRED PER MM 53-11-0.									
5320 DALA	2813W 20869	BOEING 727247				WEB	CRACKED BS 1243		2/27/98 DL72W980483
FOUND ON MV1 CHECK, TWO .375 INCH CRACKS UPPER END OF TORQUE BOX VERTICAL WEB STA 1243. FABRICATED/INSTALLED DOUBLER PER M/M 53-11-0.									
5330 UALA	7267U 21414	BOEING 727222	PWA JT8D15			SKIN	CRACKED R 1 DOORWAY		10/10/97 97UAL900766
APPROXIMATELY THREE AND ONE HALF INCH CRACK IN FUSELAGE SKIN AT LOWER AFT CORNER OF DOOR FRAME 1R.									
5330 DALA	2813W 20869	BOEING 727247				SKIN 65562312	CRACKED R1 DOORWAY		2/23/98 DL72W980476
FUSELAGE SKIN R1 DOOR CUTOUT UPPER HINGE CUTOUT, REPAIR FOR CRACK IN REINFORCING DOUBLER (BEAR STRAP). THE UPPER HINGE CUTOUT OF THE R1 DOOR CUTOUT WAS FOUND TO HAVE A TYPICAL CRACK IN THE REINFORCING DOUBLER (BEAR STRAP) THE CRACK WAS IN LOCATION D PER BOEING S/B 727-53-0136. THE CRACK WAS REPAIRED WITH A SKIN DOUBLER PER THE S/B AND AS DOCUMENTED IN ER/A 364078-14.									
5330 DALA	2813W 20869	BOEING 727247				SKIN 65545901	CORRODED BS 700		2/27/98 DL72W980500
AN AREA OF CORROSION WAS DISCOVERED ON THE SKIN PANEL AT FS 700, BL 0. THE CORROSION WAS CUTOUT OVER A 7.75 X 6.75 AREA. THE REQUIRED SKIN REPAIR WAS GOING TO INFRINGE ON TWO PREVIOUSLY ACCOMPLISHED SKIN REPAIRS, SO THE PREVIOUS REPAIRS WERE REMOVED AND A NEW SKIN DOUBLER REPAIR INSTALLED TO ENCOMPASS ALL OF THE DAMAGED AREAS. THE REPAIR WAS INSTALLED PER THE SRM GUIDELINES AND DOCUMENTED PER 364097.									
5530 AALA	727AA 20734	BOEING 727227				WEB	CRACKED BS 1363		1/16/98 AALA980088
TUL - APPROX .75 INCH CRACK IN WEB RADIUS AT UPPER CORNER ATTACH TO VERTICLE FIN RT SIDE STATION 1363. STOP DRILLED CRACK, INSTALLED WEB ANGLE DOUBLER REPAIR PER SRM 51-40-2 FIG 1. (M)									
5754 DALA	517DA 21433	BOEING 727232				ANGLE	CRACKED NR 2 LE SLAT		2/26/98 DL72S980480
FOUND DURING B-2 LETTER CHECK, NR 2 SLAT COVE SKIN ATTACH ANGLE CRACKED AT I/B STOP PAD. REPAIRED PER M/M 57-54-0.									

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5754 DALA	537DA 22073	BOEING 727232				RIB	CRACKED NR 6 LE SLAT		2/27/98 DL72S980489
FOUND DURING D-1 LETTER CHECK, NR 6 L/E SLAT ACTUATOR ATTACH RIB CRACKED AT PREVIOUS REPAIR. REPAIRED PER M/M 57-54-0 AND ERA 364139-14.									
2150 USAA	391US 23313	BOEING 7373B7				VALVE 32194211	STUCK LT ACM	55570 18511	2/14/98 USAASB98040
BOS - FLT 1837 - AFTER TAKEOFF FROM BOS, THE AIRCRAFT WOULD NOT PRESSURIZE. CABIN CLIMBS WITH THE AIRCRAFT. AT 4,000 FEET, THE CABIN PRESSURE WAS STILL READING 4,000 FEET. THE RIGHT PACK WAS ON MEL. FLIGHT RETURNED TO FIELD AT BOS AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE LEFT PACK WATER SEPARATOR COALESCER BAG (PN V121-1) AND FREED UP A STUCK 35 DEGREE CONTROL VALVE. OPERATIONAL CHECK GOOD. CLEARED RIGHT PACK MEL BY REPLACING THE 35 DEGREE TEMPERATURE CONTROL BOX (PN 607510-3).									
2565 RYNA	EICNE 25116	BOEING 7374S3				SLIDE 61620468	DEPLOYED R1 DOOR		11/27/97 98ZZZX934
DURING PRE-FLIGHT, R-1 DOOR ESCAPE SLIDE DEPLOYED AND INFLATED. INSIDE COVER OF DOOR FELL OFF. R-1 DOOR ESCAPE SLIDE REMOVED AND REPLACED									
2910 P2EA	208AU 19547	BOEING 737222				HYDRAULIC LINE	LEAKED A HYD SYSTEM		2/12/98 P2EA98026
THE AIRCRAFT EXPERIENCED LOSS OF A-SYSTEM HYDRAULIC QUANTITY IN-FLIGHT FROM MCI TO DFW. AN UNEVENTFUL LANDING ACCOMPLISHED AT DFW. DELTA AIRLINES MAINTENANCE, A CONTRACT MAINTENANCE PROVIDER FOR VANGUARD AIRLINES, WAS DISPATCHED AND DISCOVERED A HYDRAULIC LINE WITH A PINHOLE WHICH CREATED THE LOSS OF QUANTITY AND PRESSURE. THE LINE, WHICH WAS LOCATED OUTBOARD OF THE RIGHT WHEELWELL, WAS REPLACED WITH A TEMPORARY FLEXIBLE LINE PER VANGUARD AIRLINES GMM CHAPTER 14. (X)									
3234 CALA	14324 23375	BOEING 7373T0				GEAR HANDLE	LACK OF LUBE COCKPIT		2/28/98 CALA9800342
WHEN GEAR WAS EXTENDED ON APPROACH, THE CREW RECEIVED THREE GREEN AND THREE RED GEAR INDICATION LIGHTS. RECEIVED TOO LOW GEAR WARNING BELOW 1000 FEET. THE GEAR WAS CYCLED DURING A GO-AROUND AND ALL INDICATIONS WERE NORMAL. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE ALL THREE GEAR AND FOUND NO DEFECTS. THE GEAR HANDLE WAS INSPECTED AND MAINTENANCE FOUND SLIDE TO BE STICKING. THE GEAR HANDLE SLIDE WAS CLEANED AND LUBRICATED. A SIMULATED GEAR RETRACTION WAS PERFORMED AND NO DEFECTS WERE NOTED.									
3350 ZZDA	1PC 21613	BOEING 737200				BATTERY CHARGER 110049	FAILED CABIN		2/23/98 VJ9800024
APPROXIMATELY 10 LIGHTS WERE NOT ILLUMINATED IN FORWARD SECTION OF EMERGENCY PATH LIGHTING. REMOVED AND REPLACED FWD BATTERY CHARGER, OPS CHECKED OK IAW MM 33-51-51.									
3350 BJNA	456TM 20336	BOEING 7372H4				LIGHT 1000679	INOPERATIVE CABIN		11/7/97 BJNA971102
L2 INTERIOR EMERGENCY LIGHT DIM. REPLACED EMERGENCY LIGHT ASSY PER BMM 33-51-101, GROUND CHECKS NORMAL. (M)									
3350 E9WA	220US 20453	BOEING 7372H5				BATTERY 6104789	DISCHARGED CABIN		1/25/98 98ZZZX901
INTERIOR AND EXTERIOR EMERGENCY LIGHTS AT FORWARD ENTRY AND FORWARD SERVICE DOORS DO NOT ILLUMINATE. FOUND ON RON SVC CHECK. REPLACED EMERGENCY LIGHT BATTERY AND POWER SUPPLY IAW B737 MM 33-50. OPERATIONAL CHECKS OK. REF: OPERATOR CONTROL NR 98ZZZX902.									
3350 E9WA	220US 20453	BOEING 7372H5				POWER SUPPLY 6013211LB	INOPERATIVE CABIN		1/25/98 98ZZZX902
INTERIOR AND EXTERIOR EMERGENCY LIGHTS AT FORWARD ENTRY AND FORWARD SERVICE DOORS DO NOT ILLUMINATE. FOUND ON RON SVC CHECK. REPLACED EMERGENCY LIGHT BATTERY AND POWER SUPPLY IAW B737 MM 33-50. OPERATIONAL CHECKS OK. REF: OPERATOR CONTROL NR 98ZZZX901.									
3350 SWAA	702SW 22054	BOEING 7372T4				LIGHTS 300432	INOPERATIVE CABIN		2/6/98 SWAA980186
DURING WALKAROUND CHECK, FOUND TWO EMERGENCY TRACK LIGHTS INOP. REPLACED LAMPS FOR TRACK LIGHT PER BOEING M/M.									

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3350 SWAA	315SW 23337	BOEING 7373H4				BATTERY 65C27095	DISCHARGED CABIN		2/10/98 SWAA980191
DURING WALKAROUND CHECK, FOUND FWD ENTRY DOOR EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY PACK PER BOEING M/M.									
3350 CALA	12313 23364	BOEING 7373T0			RADIANT	BATTERY 20131A	DISCHARGED CABIN		2/24/98 CALA9800332
THE R-1 INSIDE OVERDOOR LIGHT, L-1 OUTSIDE SLIDE LIGHT, AND INSIDE FRONT STANDBY LIGHTS FAILED BATTERY CHECK. REPLACED BATTERY PACK AND OPERATION CHECKED GOOD.									
3350 CALA	12313 23364	BOEING 7373T0			RADIANT	BATTERY 20131A	INOPERATIVE CABIN		2/24/98 CALA9800333
THE R-2 INSIDE OVER DOOR LIGHT, L-2 OUTSIDE SLIDE LIGHT, AND CENTER BACK OVERHEAD LIGHTS FAILED BATTERY CHECK. REPLACED BATTERY PACK AND OPERATION CHECKED GOOD.									
4920 USAA	574US 23739	BOEING 737301				APU 3804284262	OIL CONTAMINATED AFT FUSELAGE	58211	2/13/98 USAASB98038
CLT - FLT 2333 - AIRCRAFT WAS DISPATCHED FROM DCA WITH THE NR 1 ENGINE CSD/GENERATOR ON MEL. AT FL 350, THE APU HAD AN AUTO SHUTDOWN WITH HIGH OIL TEMP. FLIGHT DIVERTED TO CLT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE APU HAD FAILED INTERNALLY DUE TO METAL IN THE OIL. APU HAS BEEN PROGRAMMED FOR REPLACEMENT AND WAS RELEASED INOP PER MEL. THE MEL ON THE NR 1 ENGINE CSD/GENERATOR WAS CLEARED BY REMOVING AND REPLACING THE CSD AND THE OIL COOLER. OPERATIONAL CHECK AND LEAK CHECK GOOD. (X)									
5230 TSAA	805AL 21809	BOEING 7372M6C				CROSSBEAM	CRACKED CARGO DOOR		2/2/98 TSAA9852089
FORWARD CARGO DORO CROSSBEAM CRACKED. REPAIRED AREA PER ECO 2875 R1 (WEB). REPAIRED LOWER FRAME CORNER PER SRM 51-10-1. (M)									
5230 SWAA	674SW 23252	BOEING 7373A4				SKIN	CRACKED CARGO DOOR		2/6/98 SWAA980182
DURING SCHEDULED C2 CHECK, FOUND FWD CARGO DOOR OUTER SKIN CRACKED .125 INCH AT UPPER AFT CORNER OF HANDLE CUT OUT. REPAIRED PER SWA RA 1-A52-023.									
5240 SWAA	673SW 23251	BOEING 7373A4				SKIN	CRACKED SERVICE DOOR		2/9/98 SWAA980189
DURING SCHEDULED BC4 CHECK, FOUND AFT SERVICE DOOR UPPER HINGE CUTOUT CRACKED. REPAIRED PER BOEING SRM.									
5240 SWAA	674SW 23253	BOEING 7373H4				SKIN	CRACKED SERVICE DOOR		2/5/98 SWAA980176
DURING SCHEDULED B/C2 CHECK, FOUND AFT SERVICE DOOR LWR HINGE CUTOUT CRACKED FROM LWR TO FWD CORNER EXTENDING BENEATH SKIN LAP TO NEAREST RIVET HOLE. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 616		2/5/98 SWAA980173
DURING SCHEDULED D-CHECK, FOUND FRAME I/B CHORD IS CRACKED AT BS 616, LBL 65, WL 200. REMOVED AND REPLACED PER BOEING SRM.									
5312 TSAA	805AL 21809	BOEING 7372M6C				BULKHEAD	CORRODED BS 294		2/2/98 TSAA9853082
DURING CPCP CHECK, FOUND EXFOLIATION CORROSION ON INTERIOR FUSELAGE LOWER LOBE BULKHEAD STATION 294, STRINGER 26L. CORROSION IS LEVEL 2, CUTOUT DAMAGED AREA AND REPAIRED PER SRM 53-10-31 AND FASTENERS PER SRM 51-30-02. (M)									
5315 VJ6A	464AT 21278	BOEING 7372L9				FLOORBEAM	CORRODED BS 1016		2/2/98 VJ980031
IG CORROSION ON FLOORBEAM CAP AND WEB FS 1016, LB 48, MAIN CABIN FLOOR AREA. REMOVED DAMAGED AREA AND INSTALLED REPAIR IAW 737 SRM 51-30-2 AND BOEING FAX PEM-DHN 98-0007TR.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5315 VJ6A	464AT 21278	BOEING 7372L9				FLOORBEAM	CORRODED BS 987.5		2/2/98 VJ9800030
FLOORBEAM CAP HAS IG CORROSION AT FS 987.5, LBL18 TO RBL 45, WL 208 IN MAIN CABIN FLOOR AREA. REMOVED FLOORBEAM UPPER CAP AND REPLACED WITH NEW CAP ANGLE AT LBL 45 TO RBL 45 IAW 737 SRM 53-10-9 AND BOEING REPAIR SKPEMR 980219.									
5315 TSAA	805AL 21809	BOEING 7372M6C				FLOORBEAM	CORRODED BS 867		2/2/98 TSAA9853086
DURING CPC CHECK, FOUND CORROSION AT SECTION 43 AND 46 FLOORBEAM LOWER CHORD AT BS 867, LBL 18.6 AND BS 480, RBL 50-55. REPAIRED PER EO 2874. (M)									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 727-947		2/4/98 SWAA980178
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM CORRODED BS 727 TO 947, LBL 12, WL 158. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 727-947		2/4/98 SWAA980179
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM CORRODED BS 727 TO 947, RBL 2.5, WL 158. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 727-947		2/4/98 SWAA980177
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM CORRODED BS 727 TO 947, LBL 7.5, WL 158. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 986.5		2/5/98 SWAA980172
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOORBEAM AT BS 986.5, RBL 44, 32, 31, 27, 22, 15, LBL 44, 41, 35, 30, 24, 15, 5, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	686SW 23175	BOEING 7373H4				FLOORBEAM	EXFOLIATED BS 792/872		2/6/98 SWAA980174
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM IS EXFOLIATED BETWEEN BS 792 AND 872. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	686SW 23175	BOEING 7373H4				FLOORBEAM	CORRODED BS 857		2/6/98 SWAA980175
DURING SCHEDULED D-CHECK, FOUND CORROSION IN AND AROUND FLOORBEAM HOLE AT BS 857, RBL 14. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	686SW 23175	BOEING 7373H4				FLOORBEAM	CORRODED BS 772		2/6/98 SWAA980180
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CORRODED AT BS 772, RBL 14. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	686SW 23175	BOEING 7373H4				FLOORBEAM	CORRODED BS 862		2/6/98 SWAA980187
DURING SCHEDULED 1/2 D-CHECK, FOUND FLOORBEAM CORRODED AT BS 862, RBL 14. REMOVED AND REPLACED PER BOEING SRM.									
5320 TSAA	805AL 21809	BOEING 7372M6C				SILL	CORRODED CARGO DOOR		2/2/98 TSAA9851081
DURING CPC CHECK, FOUND CORRODED CHORD ON AFT CARGO PIT DOOR SILL, TOP OF FRAME. REPAIRED DAMAGE BY REPLACING CHORD PER SRM 51-10-1. (M)									
5320 TSAA	805AL 21809	BOEING 7372M6C				FRAME	CRACKED CARGO DOORWAY		2/2/98 TSAA9853088
DURING CPC CHECK, FOUND AFT CARGO DOOR INBOARD DOOR SILL FRAME CRACKED. REPAIRED PER ECO 1700 R-4. (M)									

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5320 SWAA	669SW 23752	BOEING 7373A4				SHEAR WEB	DAMAGED BS 931		2/5/98 SWAA980171
DURING SCHEDULED D-CHECK, FOUND MECHANICAL DAMAGE ON SHEAR WEB AT BS 931, BL 0, WL 203.5. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				SKATE ANGLE	CRACKED BS 569		2/5/98 SWAA980170
DURING SCHEDULED D-CHECK, FOUND LT SKATE ANGLE CRACKED AT BS 569, LBL 48, WL 173. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				SUPPORT	CRACKED BS 540		2/6/98 SWAA980183
DURING SCHEDULED D-CHECK, FOUND FLOOR SUPPORT IS CRACKED AT BS 540, LBL 1, WL 207. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				ANGLE	CRACKED BS 294		2/6/98 SWAA980184
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT BS 294, RBL 54, WL 209. REPAIRED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				SUPPORT	CRACKED BS 540		2/6/98 SWAA980185
DURING SCHEDULED D-CHECK, FOUND FLOOR SUPPORT CRACKED AT BS 540, RBL 1, WL 207. REMOVED AND REPLACED PER BOEING SRM.									
5330 SWAA	80SW 22675	BOEING 7372H4				SKIN	CRACKED BS 943		2/6/98 SWAA980188
DURING SCHEDULED C2 CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 943, STR 24L. REPAIRED PER BOEING SRM.									
5330 USAA	230AU 21975	BOEING 7372Q9				SKIN	CRACKED BS 885	48323	1/7/98 USAA980055
ROA - DURING 'CX-6' CHECK VISUAL/EDDY CURRENT INSPECTION, FOUND 2.75 INCH CRACK STR 24R STA 885 SKIN (FUSELAGE). STOP DRILLED CRACK AND INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 6. (X)									
5330 SWAA	674SW 23252	BOEING 7373A4				SKIN	CRACKED PAX DOORWAY		2/6/98 SWAA980181
DURING SCHEDULED C2 CHECK, FOUND OUTER FUSELAGE SKIN CRACKED BETWEEN UPPER FWD ENTRY DOORWAY RADIUS CUTOUT AND RAIN GUTTER. REMOVED AND REPLACED PER SWA ACO 6317-53.									
5330 SWAA	315SW 23337	BOEING 7373H4				SKIN	CRACKED FUSELAGE		2/10/98 SWAA980190
DURING WALKAROUND CHECK, FOUND APPROX 5 INCH SKIN CRACK LEFT SIDE BETWEEN CABIN WINDOWS 11 AND 12. REPAIRED PER BOEING SRM.									
5347 TSAA	805AL 21809	BOEING 7372M6C				TRACK	CORRODED CARGO COMPT		2/2/98 TSAA9851080
DURING CPC CHECK, FOUND CORROSION ON RIGHT OUTBOARD TRACK AT DOOR SILL (AFT CARGO PIT). REPAIRED DAMAGE BY REPLACING TRACK PER SRM 51-10-1. (M)									
5512 TSAA	805AL 21809	BOEING 7372M6C				SKIN	CRACKED HORIZ STAB		2/2/98 TSAA9855085
DURING CPC CHECK, FOUND CRACKS AT HORIZONTAL STABILIZER LOWER SKIN ACCESS PANEL AT STATION 99.1 RT SIDE. REPAIRED PER ECO 2870 R2. (M)									
5610 ASAA	791AS 28886	BOEING 737490				WINDOW	LACK OF LUBE LT COCKPIT		1/15/98 ASAA9840008
LAX - FLT 418 - PRIOR TO FLIGHT, THE CAPTAIN'S SLIDING WINDOW WAS FOUND DIFFICULT TO OPEN AND LATCH. REMOVED DEBRIS FROM TRACK AND LUBRICATED. WINDOW OPERATED NORMALLY. (X)									

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5730 TSAA	805AL 21809	BOEING 7372M6C				PANEL	CORRODED WING	2/2/98	TSAA9857087
DURING CPC CHECK, FOUND CORROSION AT WING LOWER SKIN PANEL, FUEL ACCESS DOOR CUTOFF LIP NR 9 RT. CORROSION IS LEVEL 2. REPAIRED PER ECO 2871. (M)									
5730 TSAA	805AL 21809	BOEING 7372M6C				SKIN	CORRODED LT MAIN WING BOX	2/2/98	TSAA9857083
DURING CPCP CHECK, FOUND CORROSION AT NR 6 RT AND NR 7 LEFT MAIN WING BOX LOWER SKIN ACCESS PANEL CUTOFF LIP. REPAIRED PER ECO 2869. (M)									
7200 CALA	14334 23572	BOEING 7373T0	GE CFM563B1			ENGINE	FAILED NR 2	2/26/98	CALA9800331
THE AIRCRAFT WAS DIVERTED TO SHV AFTER THE NR 2 ENGINE GAVE OFF TWO LOUD BANGS FOLLOWED BY AIRCRAFT VIBRATION AND WITH TO NR 2 ENGINE GOING TO IDLE. THE AIRCRAFT LANDED AT SHV WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 ENGINE GEARBOX AFT CHIP DETECTOR FULL OF METAL CHIPS AND THE COMPRESSOR COULD NOT BE TURNED. THE NR 2 ENGINE WILL BE REPLACED.									
7530 E9WA	220US 20453	BOEING 7372H5	PWA JT8D9A			STATOR 579282	DAMAGED NR 2 ENGINE	2/4/98	98ZZZX900
DURING B-CHECK, NR 2 ENGINE INSPECTION FOUND FIRST STAGE COMPRESSOR STATOR VANE DAMAGE. ONE VANE HAD RIVETS SHEARED, VANE SHIFTED AND CAUSED DAMAGE TO ADJACENT VANE. REPLACED 1ST STAGE COMPRESSOR STATOR ASSY ON WING PER MM 72-00-21, 72-00-23, AND 72-00-33. PERFORMED ALL CHECKS INCLUDING AVM TEST. NO DISCREPANCIES NOTED. FAILED ASSY TO BE EVALUATED. ENGINE BORESCOPE INSPECTION REVEALED NO DAMAGE TO ENGINE.									
7930 USAA	245US 22751	BOEING 737201				BYPASS SWITCH 1163P181	FAILED NR 2 ENGINE	1/21/98	USAASB98016
CLT - FLT 765 - THE NR 2 ENGINE OIL FILTER BYPASS LIGHT ILLUMINATED IN FLIGHT ENROUTE TO CLT. CREW SHUT DOWN THE NR 2 ENGINE, ACCOMPLISHED PROCEDURES IN HANDBOOK AND DECLARED AN EMERGENCY. FLIGHT LANDED AT CLT WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 18 MINUTES. MAINTENANCE INSPECTED THE NR 2 ENGINE MAIN OIL FILTER FOR CONTAMINATION. NONE FOUND. INSTALLED NEW OIL FILTER. ALSO, REMOVED AND REPLACED THE NR 2 ENGINE OIL FILTER BYPASS SWITCH. LEAK CHECK AND OPERATIONAL CHECK GOOD. ALL ENGINE PARAMETERS NORMAL. (M)									
2360 P5CA	3203Y 19751	BOEING 747128				STATIC WICK	CORROSION RUDDER	2/18/98	P5CA9800418
UPPER RUDDER STATIC DISCHARGER 2ND AND 3RD FROM TOP FOUND WITH CORROSION ON ATTACH STRIP. STATIC CHARGE BASE 2ND AND 3RD REPLACED PER SRM 51-01-01.									
2760 P5CA	3203Y 19751	BOEING 747128				CABLE COVER	CRACKED BS 1250	2/18/98	P5CA9800412
MAIN DECK LT STA 1250 SIDEWALL UPPER CONTROL CABLE PULLEY METAL COVER FOUND MOUNTING BRACKET CRACK AND DEFORMED. MOUNTING BRACKET REPLACED AS PER SRM 51-10-01 AND SPEED BRAKE CABLE RIGGING CHECKED PER MM 27-62-02.									
2780 NWAA	616US 21120	BOEING 747251F				FLAPS	VIBRATING NR 1 LE FLAPS	2/23/98	9803326716
DURING CLIMB, THE AIRCRAFT EXPERIENCED VIBRATIONS AND THE NR 1 LEADING EDGE FLAP NEEDED TO BE RAISED ELECTRICALLY. AIRCRAFT RETURNED TO NRT AND LANDED WITHOUT INCIDENT. REPLACED THE NR 1 LEADING EDGE FLAP POWER DRIVE UNIT. OPERATIONAL CHECK GOOD. SPECIFIC PART CAUSING FAULT TO BE DETERMINED.									
2810 TWRA	603FF 19746	BOEING 747130				FUEL TANK	LEAKING CENTER FUSELAGE	1/26/98	TWRA9804
AFTER TAKEOFF ROLL, COULD SMELL A STRONG FUEL ODOR IN THE COCKPIT, UPPER DECK, AND CENTER OF THE AIRCRAFT. NOTE: ON TAXI, THERE IS NO SMELL, BUT WHEN AIRCRAFT PITCHES 13 DEGREES - 15 DEGREES, IT SMELLS. AIRCRAFT REMOVED FROM SERVICE. FOUND FUEL LEAKING FROM NR 2, NR 3, AND CENTER WING TANKS. REPAIRED LEAKS IAW 28-22-00. APPLIED SECONDARY FUEL VAPOR BARRIER IAW 747-57-2253. FUELED AIRCRAFT, NO LEAKS FOUND. (X)									
3213 P5CA	3203Y 19751	BOEING 747128				STRUT	CORRODED LT MLG	2/15/98	P5CA9800436
LEVEL 1 CORROSION ON LEFT WING GEAR SHOCK STRUT INNER CYLINDER LOWER PORTION. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									

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3350 TWRA	611FF 20502	BOEING 747282B				LIGHT	INOPERATIVE CABIN		2/17/98 TWRA9808
L1 BUSSLE LIGHT WILL NOT TURN OFF. PIN NR 3 MISSING GROUND PER WDM 33-59-11. REPAIRED GROUND AND OPS CHECK PER MM 33-51-00. L1 BUSSLE LIGHT OPS OK. (X)									
3416 TWRA	608FF 19672	BOEING 747131				COMPUTER 9650184002	FAILED COCKPIT		2/1/98 TWRA9805
TWO HOURS AFTER TAKEOFF AT 35.0 FT, ALT ALERT AND ALT ALERT PUSH TO RESET LIGHTS CAME ON, WARNING TONE SOUNDED. APPROX 1 MINUTE LATER ACRID SMELL OF HOT ELEC INSULATION WAS NOTICED BY F/E. CAPT FOUND ALT ALERT COMP C/B POPPED ON PT7. RESET AND 20 SECONDS LATER LIGHTS REILLUMINATED, TONE SOUNDED AND C/B POPPED AGAIN APPROX 30 SECONDS LATER SAME SMELL. SMELL DISSIPATED AFTER 1 MINUTE. CHECKED AC/DC POWER AND GRD TO ALT ALER COMP. WIRES CHECKED OK PER W/D 34-12-41 PAGE 2. REMOVED AND REPLACED ALT ALERT COMPT PER MM 34-16-00 PAGE 501. OPS CHECK OK. (M)									
5210 EIAA	471EV 20651	BOEING 747273C				FITTING	CRACKED R1 DOOR	72724	2/6/98 EIAA98043
HKG - DURING C5/D-CHECK INSPECTION, R1 DOOR BODY TORQUE TUBE SUPPORT FITTING CRACKED. FITTING REPLACED IAW SRM 51-10-01. (X)									
5240 P5CA	3203Y 19751	BOEING 747128				SKIN	CRACKED SERVICE DOOR		2/17/98 P5CA9800288
UD R/H/S CREW SERVICE DOOR FWD AND AFT CORNER CRACKED. SKIN REPAIR PER SRM 52-00-03 FIG 3.									
5240 P5CA	3203Y 19751	BOEING 747128				DOOR	DENTED FUSELAGE		2/18/98 P5CA9800368
DOOR 315AL AFT AREA AT RIB FOUND DENTED 12 INCHES LONG. DOOR 315 AL DRESSED PER SRM 51-10-01.									
5245 P5CA	3203Y 19751	BOEING 747128				ACCESS PANEL	CORRODED BS 1160 - 1175		2/13/98 P5CA9800409
LEVEL 1 CORROSION ON AIR CONDITIONING BAY ACCESS PANEL AT BS 1160 TO 1175, LBL 60. CORROSION REMOVED AND TREATED PER BAC SRM 51-10-01, 51-10-02.									
5246 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED LAV SERVICE DOOR		2/13/98 P5CA9800408
LEVEL 1 CORROSION ON MID LAVATORY SERVICE DOOR CUTOUT SKIN. CORROSION REMOVED AND TREATED PER BAC SRM 51-10-01, 51-10-02.									
5250 P5CA	3203Y 19751	BOEING 747128				ANGLE	CORROSION ACCESS DOOR		2/18/98 P5CA9800414
FUSELAGE ACCESS DOOR 192M MID AND AFT HINGE LOWER HALF ATTACH ANGLE FOUND CORROSION. ANGLE REPLACED PER MM 20-50-01.									
5250 P5CA	3203Y 19751	BOEING 747128				ANGLE	CORROSION FUSELAGE		2/18/98 P5CA9800415
FUSELAGE ACCESS DOOR PANEL NR 192ER MID HINGE LOWER HALF ATTACH ANGLE FOUND CORROSION. ATTACH ANGLE REPLACED AS PER MM 20-50-01.									
5280 P5CA	3203Y 19751	BOEING 747128				DOOR	DEBONDED LT MLG STRUT		2/18/98 P5CA9800265
LT W/G I/B STRUT DOOR AFT EXTERIOR SKIN FOUNDED DEBONDED AT I/B EDGE. FIBERGLASS REPAIRED PER SRM 51-40-06 PARA 2E.									
5280 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION LT MLG STRUT DR		2/17/98 P5CA9800321
LT WING GEAR O/B STRUT DOOR INNER SKIN LOWER EDGE FOUND CORROSION. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02.									
5280 P5CA	3203Y 19751	BOEING 747128				DOOR	DISBONDED RT MLG STRUT		2/16/98 P5CA9800366
RT WING GEAR STRUT DOOR AFT EDGE FOUND DEBONDED. HOT BOND REPAIR PER SRM 51-40-06 FIG 17A.									

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5280 P5CA	3203Y 19751	BOEING 747128				DOOR	CORROSION LT MLG STRUT		2/19/98 P5CA9800388
LT BODY GEAR STRUT DOOR INNER SKIN FOUND SURFACE CORROSION. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT 52-00-02.									
5280 P5CA	3203Y 19751	BOEING 747128				DOOR	DELAMINATED RT MLG STRUT		2/17/98 P5CA9800309
RT WING GEAR I/B STRUT DOOR AFT EDGE FOUND DISBONDED. FIBERGLASS REPAIRED PER SRM 51-40-06 PARAGRAPH 2.									
5280 P5CA	3203Y 19751	BOEING 747128				DOOR	CRACK LT MLG STRUT		2/18/98 P5CA9800266
LT W/G I/B STRUT DOOR, FWD END FAIRING FWD EDGE FOUND FABRIC CRACK. FIBERGLASS REPAIRED AS PER SRM 51-40-06 APRA 2E.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 700		2/16/98 P5CA9800363
UPPER DECK STA 700 FRAME FOUND CRACKED AT STR 7AR AND 9R CUTOUT. FRAME REPAIRED AT U/D BS700 STR 7AR AND 9R PER SRM 53-10-01 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 720		2/16/98 P5CA9800364
UPPER DECK STA 720 FRAME FOUND CRACKED AT STR 8R CUTOUT. FRAME REPAIRED AT U/D BS 720 STR 8R PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 680		2/18/98 P5CA9800378
UPPER DECK FRAME 680 STR 7AL CUTOUT AREA FOUND CRACKED. DENT SMOOTHED OUT AND TREATED PER SRM 51-10-01 AND 51-10-02.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 600		2/18/98 P5CA9800357
UPPER DECK FRAME 600 STR 8L CUTOUT AREA FOUND CRACKED. U/D BS 600 FRAME REPAIR AT STR 8L PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 720		2/18/98 P5CA9800343
UPPER DECK FRAME 720 FOUND CRACKED AT STR 9R CUTOUT. FRAME REPAIRED AT UD BS 720 STR 9 R PER SRM 53-10-04.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 620		2/18/98 P5CA9800351
UPPER DECK FRAME 620 STR 7R CUTOUT AREA FOUND CRACKED. FRAME REPAIRED AT U/D BS 620 STR 7R PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 600		2/16/98 P5CA9800353
UPPER DECK FRAME 600 STR 7R AND 8R CUTOUT AREA FOUND CRACKED. FRAME REPAIR AT U/D BS 600 STR 7R AND STR 8R PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 640		2/17/98 P5CA9800354
UPPER DECK FRAME 640 8R CUTOUT AREA FOUND CRACKED. FRAME REPAIRED AT U/D STA 640 STR 84 SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 640		2/18/98 P5CA9800356
UPPER DECK FRAME 660 STR 7AL CUTOUT AREA FOUND CRACKED. FRAME REPAIRED AT U/D BS 640 STR 7AL PER SRM 53-10-04 FIG 54.									

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5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 580		2/16/98 P5CA9800358
UPPER DECK FRAME 580 STR 6AL-7AL CUTOUT AREA FOUND CRACKED. FRAME REPAIR AT U/D BS 580 STR 6AL AND 7AL PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 540		2/16/98 P5CA9800359
UPPER DECK FRAME 540 STR 7AL CUTOUT AREA FOUND CRACKED. FRAME REPAIR AT U/D BS 540 STR 7AL PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 540		2/18/98 P5CA9800360
UPPER DECK FRAME 540 FOUND CRACKED AT STR 7R AND 7AR AND 8R CUTOUT AREA. FRAME REPAIR AT U/D BS 540 STR 7R, 7AR AND 8R PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 720		2/18/98 P5CA9800362
STA 720 FRAME FOUND CRACKED AT STR 9L CUTOUT. FRAME REPAIRED AT U/D BS 720 STR 9L PER SRM 53-10-04 FIG 54.									
5311 P5CA	3203Y 19751	BOEING 747128				FRAME	CRACKED BS 680		2/16/98 P5CA9800355
UPPER DECK FRAME 680 STR 7AR AND 8R CUTOUT AREA FOUND CRACKED. FRAME REPAIR AT U/D BS 680 STR 8R PER SRM 53-10-04 FIG 54.									
5311 EIAA	471EV 20651	BOEING 747273C				FRAME	CRACKED BS 2669	72724	1/28/98 EIAA98033
HKG - DURING C5/D-CHECK INSPECTION, APU COMPARTMENT, VERTICAL FRAME, CRACKED AT BS 2669 W/L 310 RT SIDE. REPAIRED IAW SRM 51-40-03 FIG 3. (X)									
5311 EIAA	471EV 20651	BOEING 747273C				FRAME	CRACKED BS 320	72724	1/27/98 EIAA98027
HKG - DURING C5/D-CHECK INSPECTION, COCKPIT BS 320, LEFT STR 1 TO STR 2, FRAME FOUND CRACKED. FRAME WEB REPLACED IAW SRM 51-10-01. (X)									
5311 EIAA	471EV 20651	BOEING 747273C				FRAME	CRACKED BS 2300	72724	1/27/98 EIAA98026
HKG - DURING C5/D-CHECK INSPECTION, L5 DOOR CUTOUT AT BS 2300 FRAME 01B, AREA IS CRACKED AT STR 22L - STR 23L. FRAME WEB REPAIRED IAW SRM 53-10-04 FIG 3. (X)									
5311 EIAA	471EV 20651	BOEING 747273C				FRAME	CRACKED BS 380	72724	1/20/98 EIAA98013
HKG - DURING C5/D-CHECK INSPECTION, FOUND UPPER DECK BS 380 FRAME CRACKED AT STR 7L. FRAME REPAIRED IAW SRM 51-10-04 FIG 85. (X)									
5312 P5CA	3203Y 19751	BOEING 747128				BULKHEAD	DEFORMED BS 2658		2/14/98 P5CA9800295
DEFORMATION AT 6 O'CLOCK POSITION ON APU FIRE BULKHEAD AT STATION 2658. DRESSED OUT DEFORMED AREA PER BAC SRM 51-10-01.									
5312 P5CA	3203Y 19751	BOEING 747128				BULKHEAD	CRACKED BS 140		2/14/98 P5CA9800296
CRACKED ON BODY STATION 140 BULKHEAD AT LBL 38. REPAIRED AREA WEB PER BAC SRM 53-10-06.									
5312 P5CA	3203Y 19751	BOEING 747128				BULKHEAD	CRACKED BS 140		2/18/98 P5CA9800374
FUSELAGE BS140 B/H FWD FACE FOUND CRACKED AT RBL 38 2 PLACES. WEB REPAIRED AS PER SRM 53-10-04 FIG 89.									

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5312 P5CA	3203Y 19751	BOEING 747128				BULKHEAD	CORRODED BS 2658		2/14/98 P5CA9800286
LEVEL 1 CORROSION, ON THE FORWARD SIDE OF THE APU BULKHEAD AT STATION 2658, RIGHT BODY LINE 512. CORROSION REMOVED AND AREA TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5312 EIAA	471EV 20651	BOEING 747273C				BULKHEAD ANGLE	CRACKED BS 400	72724	1/14/98 EIAA98010
HKG - DURING C5/D-CHECK INSPECTION, FUSELAGE BS 400 BULKHEAD AFT FACE AT RBL 19, FOUND FLOOR SUPPORT ATTACH ANGLE CRACKED. ANGLE REPLACED IAW SRM 51-10-01. (X)									
5312 EIAA	471EV 20651	BOEING 747273C				BULKHEAD ANGLE	CRACKED BS 400	72734	1/14/98 EIAA98009
HKG - DURING C5/D-CHECK INSPECTION, FUSELAGE BS 400 BULKHEAD AFT FACE AT RBL 6, FOUND FLOOR SUPORT ATTACH ANGLE CRACKED. ANGLE REPLACED IAW SRM 51-10-01. (X)									
5312 EIAA	471EV 20651	BOEING 747273C				BULKHEAD ANGLE	CRACKED BS 400	72724	1/14/98 EIAA98008
HKG - DURING C5/D-CHECK INSPECTION, FUSELAGE BS 400 BULKHEAD AFT FACE AT RBL 1, FOUND FLOOR SUPPORT ATTACH ANGLE CRACKED. ANGLE REPLACED IAW SRM 51-10-01. (X)									
5313 P5CA	3203Y 19751	BOEING 747128				STRINGER	CORRODED BS 884		2/18/98 P5CA9800397
LEVEL 1 CORROSION FOUND AT RT STA 884 STR 44R. CORRSION REMOVED PER SRM 51-10-01 BLEND OUT NOT WITHIN SRM LIMIT 53-10-03. STRINGER REPAIRED PER SRM 53-10-03 FIG 1 AND TREATED IAW SRM 51-10-02.									
5313 P5CA	3203Y 19751	BOEING 747128				STRINGER	CORROSION BS 910-920		2/18/98 P5CA9800277
FWD CARGO COMPARTMENT BS 910-920 STRINGER FOUND CORROSION. STRINGER REPAIRED AS PER SRM 53-10-03 FIG 1 REFSRWS 912817.									
5313 P5CA	3203Y 19751	BOEING 747128				STRINGER	CORROSION BS 1670-1682		2/18/98 P5CA9800400
LEVEL 1 CORROSION, FOUND AFT CARGO COMPARTMENT BS 1670-1682 ST 44R. STRINGER REPAIRED IAW RS R-53-11-33645.									
5313 EIAA	471EV 20651	BOEING 747273C				STRINGER	CORROSION BS 1680	72724	2/7/98 EIAA98046
HKG - DURING C5/D-CHECK INSPECTION, AFT CARGO BS 1680 STR 40L HAS CORROSION. REPAIRED IAW SRM 53-10-03 FIG 1. (X)									
5314 P5CA	3203Y 19751	BOEING 747128				KEEL BEAM	CORROSION LT MLG WW		2/19/98 P5CA9800387
LEVEL 1 CORROSION AT LT BODY GEAR WHEEL WELL KEEL BEAM UPPER SURFACE. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMITS 53-30-01.									
5315 EIAA	471EV 20651	BOEING 747273C				FLOORBEAM	CORROSION BS 760	72724	2/7/98 EIAA98045
HKG - DURING C5/D-CHECK INSPECTION, FLOORBEAM BS 760 LBL 34 LOWER CHORD HAS CORROSION. REPAIRED IAWSRM 53-10-07 FIG 12. (X)									
5315 EIAA	471EV 20651	BOEING 747273C				FLOORBEAM	CRACKED BS 1720	72724	1/27/98 EIAA98024
HKG - DURING C5/D-CHECK INSPECTION, BS 1720, LBL 80, FLOOR BEAM FOUND CORRODED AND CRACKED. REPAIRED FLOOR BEAM IAW SRM 53-10-07 FIG 12. (X)									

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5315 EIAA	471EV 20651	BOEING 747273C				FLOORBEAM	CRACKED BS 2140	72724	2/6/98 EIAA98040
HKG - DURING C5/D-CHECK INSPECTION, BS 2140 LBL 98 FLOORBEAM UPPER CHORD HAS CORROSION AND CRACK. REPAIRED IAW SRM 53-10-07 FIG 12. (X)									
5315 EIAA	471EV 20651	BOEING 747273C				FLOORBEAM	DAMAGED BS 1820	72724	2/7/98 EIAA98051
HKG - DURING C5/D-CHECK INSPECTION, AFT CARGO BS 1820 LBL 22, FLOORBEAM VERTICAL WEB IS DAMAGED. REPAIRED WEB IAW SRM 51-40-02 FIG 1. (X)									
5315 EIAA	471EV 20651	BOEING 747273C				FLOORBEAM	DAMAGED BS 1800	72724	2/7/98 EIAA98050
HKG - DURING C5/D-CHECK INSPECTION, AFT CARGO BS 1800 AT RBL 6, FLOORBEAM VERTICAL WEB IS DAMAGED. REPAIRED WEB IAW SRM 51-40-02 FIG 1. (X)									
5320 P5CA	3203Y 19751	BOEING 747128				SPLICE	CORROSION BS 1438		2/19/98 P5CA9800386
LEVEL 1 CORROSION FOUND AT LT BODY GEAR O/B SPLICE CHORD AT STA 1438. CORROSION REMOVED AND TREATED PER SRM 51-01-01, 51-10-02. BLENDED OUT WITHIN SRM LIMIT 53-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SILL	CRACKED SERVICE DOOR		2/17/98 P5CA9800289
U/D R/H/S CREW SERVICE DOOR LOWER DOOR SILL AREA FWD CORNER REVEAL FOUND CRACKED. FWD CORNER REVEAL REPLACED PER SRM 51-10-10 P 18.									
5320 P5CA	3203Y 19751	BOEING 747128				ANGLES	CORRODED BS 880 - 910		2/13/98 P5CA9800413
LEVEL 1 CORROSION ON FUSELAGE BODY FAIRING LONGITUDINAL SUPPORT ANGLES AT BS 880 TO 910, LBL 5 TO RBL 5. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SPLICE	CRACKED BS 1350		2/18/98 P5CA9800396
BS 1350 R/H/S OVERWING LONGERON SPLICE FITTING FOUND CRACKED. LONGERON SPLICE FITTING REPLACED IAW SRM 51-01-01.									
5320 P5CA	3203Y 19751	BOEING 747128				WEB	CORROSION BS 1341-1349		2/19/98 P5CA9800383
LEVEL 1 CORROSION LT WING GEAR W/W STA 1341-1349 UPPER BEAM WEB UPPER SURFACE. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02 BLENDED OUT WITHIN SRM LIMITS 53-30-01.									
5320 P5CA	3203Y 19751	BOEING 747128				ANGLE	CORRODED BS 1370-1400		2/19/98 P5CA9800398
FUSELAGE UPPER BODY FAIRING NR 294FR LOWER SUPPORT ANGLE BETWEEN BS 1370-1400 FOUND CORROSION AROUND FLOAT NUTS. CORROSION REMOVED PER SRM 51-01-01, BLEND OUT NOT WITHIN SRM LIMITS 53-10-01. REPAIRED PER SRM 51-40-04 FIG 3 AND TREATED PER SRM 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				ANGLE	CRACKED BS 2598		2/18/98 P5CA9800407
APU BATTERY COMPARTMENT BS 2598 STR 22-STR 23, LT SIDE FITTING FRAME CHORD ATTACH ANGLE FOUND CRACKED. ANGLE REPLACED PER SRM 51-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				CHORD	CRACKED BS 2598		2/18/98 P5CA9800406
FUSELAGE BS 2598 B/H ATTACH CHORD FOUND CRACKED AT RT STR 11R - STR 12R RIVET HOLES. BULKHEAD CHORD REPAIRED PER SRM 51-40-04.									

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5320 P5CA	3203Y 19751	BOEING 747128				FITTING	CORROSION BS 1350		2/18/98 P5CA9800425
LEVEL 1 CORROSION FOUND FUSELAGE RT OVERWING LONGERON SPLICE FITTING AT BS 1350, TAPER FILLER. TAPER FILLER REPLACED PER SRM 51-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SPLICE	CORRODED BS 1372		2/15/98 P5CA9800384
LEVEL 1 CORROSION ON SPLICE PLATE IN RIGHT BODY GEAR WHEEL WELL AT BS 1372, WL 150. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01, 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 1175 - 1235		2/13/98 P5CA9800373
LEVEL 1 CORROSION ON FUSELAGE AIR CONDITIONING BAY ACCESS PANEL SUPPORT AT BS 1175 TO BS 1235. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORROSION BS 1580		2/18/98 P5CA9800262
LEVEL 1 CORRISOIN, FOUND FUSELAGE BODY FAIRING SUPPORT AT BS 1580 LBL LEFT 0 THROUGH 245. REMOVED CORROSION AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMITS 53-30-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORROSION BS 1620		2/18/98 P5CA9800263
LEVEL 1 CORROSION, FOUND AT FUSELAGE BODY FAIRING SUPPORT AT BS 1620 LBL O THROUGH 60. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT AND REPAIRED PER 53-50-04.									
5320 P5CA	3203Y 19751	BOEING 747128				SIDEWALL	CORROSION RT MLG WW		2/17/98 P5CA9800311
RT BODY GEAR W/W O/B SIDEWALL AT BS 1475 APPROX SPLICE PLATE LOWER ATTACH CHORD CORROSION. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				STIFFENER	CORRODED BS 1050		2/18/98 P5CA9800402
LEVEL 1 CORROSION, FOUND FUSELAGE BS 1050 RBL 10 KEEL BEAM O/B FACE ATTACH VERTICAL STIFFENER. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLEND OUT WITHIN SRM LIMITS 53-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SPLICE	CORRODED BS 1438		2/15/98 P5CA9800401
LEVEL 1 CORROSION ON THE SPLICE PLATE IN THE RIGHT BODY GEAR WHEEL WELL AT BS 1438, WL 150. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SPLICE	CORRODED RT MLG WW		2/15/98 P5CA9800370
LEVEL 1 CORROSION ON SPLICE PLATE OF OUTBOARD SIDEWALL IN RIGHT BODY GEAR WHEEL WELL AT S1475, WL 150. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				BEAM	CORROSION BS 1260		2/18/98 P5CA9800380
LEVEL 1 CORROSION FOUND AT RT WING W/W O/B UPPER LONGITUDINAL BEAM WEB UPPER SURFACE AT STA 1260 WL 180. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02. BLENDED OUT WITHIN SRM LIMIT 53-30-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 1215 - 1235		2/13/98 P5CA9800372
LEVEL 1 CORROSION ON FUSELAGE ACCESS PANEL 191KL UPPER SUPPORT CHANNEL AT S 1215 TO BS 1235. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									

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5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORROSION BS 1130		2/18/98 P5CA9800261
LEVEL 1 CORROSION, FOUND ON NUTPLATE SUPPORT RT STA 1130 AT UPPER WING TO BODY FILLET FAIRING AREA. CORROSION REMOVED AS PER SRM 51-10-01 AND TREATED AS PER 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 1235		2/13/98 P5CA9800375
LEVEL 1 CORROSION ON FUSELAGE AIR CONDITIONING BAY ACCESS PANEL SUPPORT AT BS 1235, LBL 100 TO RBL 60. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 1350 - 1480		2/13/98 P5CA9800376
LEVEL 1 CORROSION ON KEEL BEAM ACCESS PANEL SUPPORT AT BS 1350 TO BS 1480. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORROSION BS 1346		2/19/98 P5CA9800389
LT WING GEAR BEAM FWD SIDE WING FAIRING SUPPORT AFT FACE FOUND CORROSION AT STA 1346 WBL 148. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02 BLENDED OUT WITHIN SRM LIMITS PER 53-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				ANGLE 65B105469	CORRODED FUSELAGE		2/13/98 P5CA9800365
LEVEL 1 CORROSION ON FUSELAGE ACCESS DOOR 191AL FORWARD HINGE ATTACH ANGLE. REPLACED ATTACH ANGLE PER BAC MM 20-51-01.									
5320 P5CA	3203Y 19751	BOEING 747128				BONDING JUMPER	CORROSION NR 2 TANK		2/19/98 P5CA9800394
LT WING REAR SPAR WEB HEAVY CORROSION AT ATTACHMENT OF BONDING JUMPER OF NR 2 TANK I/B JETTISON PUMP AREA. REMOVED CORROSION PER SRM 51-10-01 BLEND OUT NOT WITHIN LIMIT 57-10-01. REPAIRED PER BOEING PAO-HKG-98-0073RE-INSTALL FILLERS DOUBLERS AND TREAT AREA.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORROSION BS 1540		2/18/98 P5CA9800399
FUSELAGE BODY FAIRING SUPPORT FOUND SLIGHT CORROSION AT BS 1540 LBL 60 - RBL 40. CORROSION REMOVED PER SRM 51-01-01. BLEND OUT NOT WITHING SRM LIMITS 53-10-01 FIG 1, BODY FAIRING SUPPORT REPAIRED PER SRM 53-50-01 AND TREATED PER SRM 51-10-02.									
5320 P5CA	3203Y 19751	BOEING 747128				ANGLE	CORRODED BS 920 - 950		2/13/98 P5CA9800367
LEVEL 1 CORROSION ON BODY FAIRING LONGITUDINAL SUPPORT ANGLES AT BS 920 TO 950, LBL 5 TO RBL 5. REPLACED SUPPORT ANGLES PER BAC SRM 51-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 880		2/13/98 P5CA9800371
LEVEL 1 CORROSION ON BODY FAIRING SUPPORT AT S 880, BL 0 TO RBL 12. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5320 CKSA	703CK 19727	BOEING 747146				SUPPORT	CORRODED BS 1920		2/24/98 CKSA98083
DURING CPCP INSPECTION FOUND LEVEL 2 CORROSION, INTERGRAN CORROSION ON FLOOR SUPPORT (ATTACHED TO T-ANGLE) AT BS 1920 RBL 39. CORROSION FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-1. CUT OUT CORRODED FLOOR SUPPORT SECTION IAW B747 SRM 51-40-3. INSTALLED FLOOR SUPPORT AS PER B747 SRM 53-10-23. CORROSION TASK CARD NUMBER C53-110-01 PART 3 OF 5. NON-ROUTINE TASK CARD NUMBER 14781.									
5320 EIAA	471EV 20651	BOEING 747273C				ANGLE	CRACKED BS 380	72724	1/20/98 EIAA98012
HKG - DURING C5/D-CHECK INSPECTION, FOUND UPPER DECK BS 380 STRINGER ANGLE CRACKED AT STR 2L. ANGLE REPAIRED IAW SRM 51-10-01. (X)									

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5320 EIAA	471EV 20651	BOEING 747273C				SHEAR TIE	CRACKED BS 1840	72724	1/20/98 EIAA98014
HKG - DURING C5/D-CHECK INSPECTION, AFT CARGO COMPARTMENT BS 1840 AT STR 46L - STR 47L, SHEAR TIE IS CRACKED. SHEAR TIE REPAIRED BY SRM 53-10-04, FIG 3. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				ANGLE	CRACKED BS 1335	72724	1/21/98 EIAA98015
HKG - DURING C5/D-CHECK INSPECTION, BS 1335 FRAME TO WHEELWELL PRESSURE DECK SUPPORT ANGLE CRACKED. SUPPORT ANGLE REPLACED IAW SRM 51-10-01. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				ANGLE	DAMAGED BS 180	72724	1/27/98 EIAA98022
HKG - DURING C5/D-CHECK INSPECTION, NOSE CARGO DOOR BS 180 AT STR 28A-R, THE STRINGER TO FRAME ATTACH ANGLE IS DAMAGED. ANGLE REPLACED IAW SRM 51-10-01. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				SUPPORT	CRACKED BS 287	72724	1/27/97 EIAA98023
HKG - DURING C5/D-CHECK INSPECTION, COCKPIT BS 287 FRAME TO STR 2L, ATTACH CHORD SUPORT FOUND CRACKED. SUPPORT REPLACED IAW SRM 51-10-01. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				SUPPORT	CORRODED BS 2340	72724	1/27/98 EIAA98029
HKG - DURING C5/D-CHECK INSPECTION, FLOOR SUPPORT, CORROSION BS 2340 AT ABL 32. FLOORBEAM AND FLOOR SUPPORT REPAIRED IAW SRM 51-40-4 FIG 1. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				SUPPORT	CORRODED BS 1266	72724	2/5/98 EIAA98056
HKG - DURING C5/D-CHECK INSPECTION, FUSELAGE KEEL BEAM LOWER PANEL SUPPORT CORRODED AT BS 1266 LBL 16 RBL 16. PANEL SUPPORT REPLACED IAW SRM 51-10-1. (X)									
5320 EIAA	471EV 20651	BOEING 747273C				FITTING	CRACKED BS 1480	72724	2/6/98 EIAA98042
HKG - DURING C5/D-CHECK INSPECTION, BS 1480 RBL 33 LONGITUDINAL FLOORBEAM 01B, LOWER SUPPORT FITTING CRACKED.									
5320 EIAA	471EV 20651	BOEING 747273C				SUPPORT	CRACKED BS 1960	72724	1/15/98 EIAA98011
HKG - DURING C5/D-CHECK INSPECTION, BULK CARGO BS 1960 LBL 38, FOUND LONGITUDINAL FLOOR SUPPORT CRACKED. REPLACED FLOOR SUPPORT Z-ANGLE IAW SRM 51-40-03, FIG 2. (X)									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION RT MLG WW		2/18/98 P5CA9800385
RT WING W/W FWD RT CENTER TANK JETTISON PUMP BONDING JUMPER ATTACH POINT FOUND SKIN CORROSION. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02 BLENDED OUT PER SRM 57-10-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION RT MLG WW		2/15/98 P5CA9800382
LEVEL 1 CORROSION IN RIGHT BODY GEAR OUTBOARD WHEEL WELL INTERIOR SKIN. REMOVED CORROSION AND TREATED AS PER BAC SRM 51-10-01 AND 51-10-02.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION RT MLG WW		2/19/98 P5CA9800381
RT WING GEAR W/W CEILING SKIN AT STA 1320 O/B FOUND CORROSION. REMOVED AND TREATED AS PER SRM 51-10-01, 51-10-02. BLENDED OUT WITHIN SRM LIMIT 53-30-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED BS 1350		2/15/98 P5CA9800377
LEVEL 1 CORROSION ON UPPER SURFACE PANEL IN RIGHT WING GEAR WHEEL WELL AT BS 1350, RBL 15 TO 90. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									

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5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION BS 1350-1380		2/19/98 P5CA9800390
LT BODY GEAR W/W STAT 1350-1380 LOWER FIXED PANEL FOUND CORROSION AT SKIN AND ANGLES. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT 53-10-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED RT MLG WW		2/15/98 P5CA9800369
LEVEL 1 CORROSION ON UPPER SURFACE SKIN IN THE RIGHT BODY GEAR WHEEL WELL OUT BOARD OF GEAR RETRACT ACTUATOR FITTING. REMOVED CORROSION AND TREATED PER SRM 51-10-01 AND 51-10-02.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION BS 880		2/18/98 P5CA9800423
LEVEL 1 CORROSION AT BS 880-900 ST 38L. CORROSION REMOVED AND TREATED PER SRM 51-01-01, 51-10-02. BLEND OUT NOT WITHIN LIMITS PER SRM 53-110-01. STRINGER REPAIRED PER SRM 53-10-03 FIG 1.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 2598		2/18/98 P5CA9800271
DENT FOUND IN RT BODY SKIN AT 6 O'CLOCK POSITION ON SKIN AFT OF STA 2598 WL 212. DENT AREA PATCH REPAIRED AS PER SRM 53-50-03 FIG 4 AND SRWS 912822.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 2000-2020		2/16/98 P5CA9800345
BS 2000-2020 STR 33L -34L FUSELAGE SKIN FOUND DENT. AREA SMOOTHED OUT PER SRM 51-01-01, TREATED PER SRM 51-10-02, NO CRACK EVIDENT.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 2618		2/18/98 P5CA9800275
DENT FOUND IN SKIN AND SUSPECT SKIN CRACK AT 6 O'CLOCK POSITION AT STA 2618. DENT AREA DRESSED PER SRM 51-10-01 AND TREATED PER SRM 51-01-02 AND CONDITION CHECK FOUND WITHIN SRM 53-30-01 LIMITS.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 1760/1780		2/14/98 P5CA9800276
DENT ON FUSELAGE SKIN AT BS 1760 TO 1780, STR 41R AND 42R. BLENDED DAMAGED AREA PER BAC SRM 51-40-01 AND PERFORMED HIGH FREQUENCY EDDY CURRENT INSPECTION, NO CRACKS FOUND.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DEFORMED BS 1460 - 1480		2/13/98 P5CA9800427
DEFORMATION IN FUSELAGE SKIN AT BS 1460 TO 1480, S32L TO S34L. DAMAGED AREA SMOOTHED AND TREATED PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 53-30-01 LIMITS.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 1730 - 1740		2/13/98 P5CA9800428
DENT ON FUSELAGE SKIN AT FROM BS 1730 TO 1740, S38R TO 39R. SMOOTHED OUT DAMAGED AREA AND TREATED PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN LIMITS OF SRM 53-30-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION BS 942		2/18/98 P5CA9800421
LEVEL 1 CORROSION FOUND AT RT STA 942 STR 44R. CORROSION REMOVED AND TREATES PER SRM 51-10-01, 51-10-02. BLEND OUT NOT WITHIN SRM LIMIT 53-10-01. REPAIRED PER SRM 53-10-03 FIG 1.									

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5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION NR 3 FUEL TANK		2/18/98 P5CA9800416
RT WING NR 3 MAIN FUEL TANK JETTISON PUMP CUTOUT AREA OF REAR SPAR BONDING ATTACH POINT CORROSION. CORROSION REMOVED AND TREATED PER SRM 51-01-01, 51-10-02. BLEND OUT WITHIN SRM LIMIT 57-10-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED BS 1235 - 1255		2/13/98 P5CA9800411
DENT ON ON FUSELAGE SKIN FORWARD OF ACCESS PANEL 192NR FROM BS 1235 TO 1255. CORROSION REMOVED AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	DAMAGED BS 500		2/18/98 P5CA9800410
FUSELAGE SKIN DEEP LIGHTNING STRIKE MARK REVEALED AT STA 500 STR 36L. SKIN REPAIRED PER SRM 53-30-03 FIG 1.									
5330 P5CA	3203Y 19751	BOEING 747128				ACCESS PANEL	CORRODED KEEL BEAM		2/10/98 P5CA9800405
LEVEL 1 CORROSION ON KEEL BEAM ACCESS PANEL191GG. CORROSION REMOVED AND TREATED PER BAC SRM 51-10-01, 51-10-02.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED BS 1736		2/18/98 P5CA9800404
LEVEL 1 CORROSION, FOUND BS 1736 STR 46R-49R FUSELAGE SKIN. CORROSION REMOVED PER SRM 51-10-01 AND TREATED PER SRM 51-10-02. BLEND OUT WITHIN SRM LIMIT 53-30-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED BS 840		2/12/98 P5CA9800403
LEVEL 1 CORROSION ON FUSELAGE SKIN AT BS 840, LBL 4 TO RBL 4. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02.									
5330 EIAA	471EV 20651	BOEING 747273C				SKIN	CRACKED BS 340-380	72724	1/14/98 EIAA98036
HKG - DURING C5/D-CHECK INSPECTION, RT BS 340 - BS 380 S6 LAP SPLICE TOP ROW FASTENER, FOUND THREE HOLES CRACKED ON UPPER SKIN. REPAIRED IAW EV - EO 53-747-1032-90 REV B AND BOEING DWG 65B28215 SHEET 1. (X)									
5330 EIAA	471EV 20651	BOEING 747273C				SKIN	CRACKED BS 340-400	72724	1/15/98 EIAA98034
HKG - DURING C5/D-CHECK INSPECTION, FUSELAGE BS 340 - BS 400, STR GL LAP SPLICE TOP ROW FASTENER HOLES, FOUND 27 HOLES CRACKED. REPAIRED SKIN LAP IAW SRM 53-30-03 FIG 26. (X)									
5347 EIAA	471EV 20651	BOEING 747273C				TRACK	BROKEN BS 1700-1720		1/21/98 EIAA98016
HKG - DURING C5-D-CHECK INSPECTION, BS 1700 - BS 1720 LBL 33 TIE DOWN TRACK 01B FLANGE BROKEN. TIE DOWN TRACK REPAIRED IAW SRM 53-10-05, FIG 16. (X)									
5347 EIAA	471EV 20651	BOEING 747273C				SEAT TRACK	CORROSION BS 560-580	72724	2/7/98 EIAA98047
HKG - DURING C5/D-CHECK INSPECTION, BS 560 - BS 580 AT RBL 55 SEAT TRACK HAS CORROSION. REPAIRED IAW SRM 53-10-05. (X)									
5347 EIAA	471EV 20651	BOEING 747273C				SEAT TRACK	CORROSION FUSELAGE	72724	1/27/98 EIAA98028
HKG - DURING C5/D-CHECK INSPECTION, SEAT TRACK FLANGE FOUND CORROSION AND CRACK. SEAT TRACK REPAIRED IAW SRM 53-10-05 FIG 1A. (X)									

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5347 EIAA	471EV 20651	BOEING 747273C				SEAT TRACK	CORRODED BS 2060-2080		1/27/98 EIAA98025
HKG - DURING C5/D-CHECK INSPECTION, BS 2060 - 2080 ABL 89, SEAT TRACK FLANGE UPPER AND LOWER SURFACES HAS CORROSION. SEAT TRACK REPAIRED IAW SRM 53-10-05 FIG 1A. (X)									
5347 EIAA	471EV 20651	BOEING 747273C				SEAT TRACK	CRACKED BS 701	72724	2/4/98 EIAA98037
HKG - DURING C5/D-CHECK INSPECTION, SEAT TRACK FOUND CRACKED BS 701 RBL 11. REPAIRED IAW SRM 53-10-05 FIG 14. (X)									
5350 P5CA	3203Y 19751	BOEING 747128				FAIRING SUPPORT	CORRODED BS 1175		2/14/98 P5CA9800350
LEVEL 1 CORROSION ON AIR CONDITIONING ACCESS PANEL SUPPORT AT BS 1175 TO 1235, LBL 60. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5350 P5CA	3203Y 19751	BOEING 747128				FAIRING	DELAMINATED FUSELAGE		2/17/98 P5CA9800333
FUSELAGE BODY FAIRING 193G AND 194G EXTERIOR LAYER FOUND CRACKED AND DELAMINATED. AREA REPAIRED PER SRM 51-24-11.									
5350 P5CA	3203Y 19751	BOEING 747128				FAIRING	DELAMINATED FUSELAGE		1/29/98 P5CA9800395
FUSELAGE BODY FAIRING 1920 FOUND PUNCTURE HOLE AND DELAMINATION. BODY FAIRING FIBERGLASS REPAIRED PER SRM 51-40-15.									
5350 P5CA	3203Y 19751	BOEING 747128				FAIRING	DELAMINATION FUSELAGE		2/18/98 P5CA9800264
FUSELAGE BODY FAIRING EXTERIOR MID AREA FOUND DELAMINATION FAIRING 192KR. BODY FAIRING FIBERGLASS REPAIRED PER SRM 51-40-14.									
5400 P5CA	3203Y 19751	BOEING 747128				BRACE	WORN NR 2 PYLON		2/18/98 P5CA9800322
NR 2 ENG DIAGONAL BRACE WORN ON AFT END ON LT SIDE. AREA SMOOTHED OUT AND SHOT PEENED. NO CRACKS NOTED PER SRM 51-10-02, OHM 20-10-03, NDT PT 6 51-00-00 FIG 4.									
5400 EIAA	471EV 20651	BOEING 747273C				FITTING	CORROSION NR 1 PYLON	72724	1/23/98 EIAA98017
HKG - DURING C5/D CHECK INSPECTION, NR 1 PYLON UPPER SPAR FITTING CORROSION FOUND IN LUG BORE. REMOVED CORROSION IAW SB 54-2164 FIG 2. (X)									
5400 EIAA	471EV 20651	BOEING 747273C				FITTING	CORROSION NR 2 PYLON	72724	1/23/98 EIAA98018
HKG - DURING C5/D-CHECK INSPECTION, NR 2 PYLON UPPER SPAR FITTING, CORROSION FOUND IN LUG BORE. REMOVED CORROSION IAW SB 54.2164 FIG 2. (X)									
5400 EIAA	471EV 20651	BOEING 747273C				FITTING	CORRODED NR 3 PYLON	72724	1/23/98 EIAA98019
HKG - DURING C5/D-CHECK INSPECTION, NR 3 PYLON UPPER SPAR FITTING CORROSION FOUND IN LUG BORE. REMOVED CORROSION IAW SB 54.2164, FIG 2. (X)									
5400 EIAA	471EV 20651	BOEING 747273C				FITTING	CORROSION NR 4 PYLON	72724	1/23/98 EIAA98020
HKG - DURING C5/D-CHECK INSPECTION, NR 4 PYLON UPPER SPAR FITTING, CORROSION FOUND IN LUG BORE. REMOVED CORROSION IAW SB 54.2164 FIG 2. (X)									
5400 EIAA	471EV 20651	BOEING 747273C				FITTING	CORROSION NR 1 PYLON	72724	2/4/98 EIAA98035
HKG - DURING C5/D-CHECK INSPECTION, NR 1 PYLON DIAGONAL BRACE UNDER WING FITTING HAS CORROSION UNDER BUSHING. REPAIRED IAW SB 57-2246. LUG BORE AFTER INSURANCE CUT 2.457 INCHES. (X)									

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5411 EIAA	471EV 20651	BOEING 747273C				FRAME	CRACKED NR 3 PYLON	72724	2/6/98 EIAA98041
HKG - DURING C5/D-CHECK INSPECTION, NR 3 PYLON INTERIOR OUTBOARD VERTICAL FRAME AT STA 180 IS CRACKED AT THE UPPER CORNER. REPAIRED IAW SRM 53-10-03 FIG 1. (X)									
5412 P5CA	3203Y 19751	BOEING 747128				BULKHEAD	CORROSION NR 3 ENGINE		2/17/98 P5CA9800316
LEVEL 1 CORROSION, FOUND ON NR 3 ENG BULKHEAD TO FIREWALL FWD LT CORNER AREA IN STRUCTURE (FWD ING MOUNT BULKHEAD STRUCTURE). SURFACE CORROSION REMOVED ON FWD BULKHEAD AT FIREWALL FWD LWR LT CORNER PER SRM 51-10-01 AND 51-10-02.									
5412 EIAA	471EV 20651	BOEING 747273C				BULKHEAD ANGLE	CRACKED NR 3 PYLON	72724	2/4/98 EIAA98038
HKG - DURING C5/D-CHECK INSPECTION, NR 3 PYLON AFT ENGINE MOUNT BULKHEAD RADIUS ANGLES CRACKING, ADJACENT TO FRONT SPAR NAC STA 221. REPAIRED IAW SRM 54-10-3 FIG 19. (X)									
5412 EIAA	471EV 20651	BOEING 747273C				BULKHEAD SUPPORT	CRACKED WS 669.5	72724	1/28/98 EIAA98030
HKG - DURING C5/D-CHECK INSPECTION, LEFT WING WS 669.5 PYLON BULKHEAD SUPPORT, I1B FORWARD BACK-UP FITTING CRACKED AT UPPER AREA ALONG FASTENERS AT STR 24. BACK-UP FITTING REPLACED IAW SB 54A 2159 FIG 25. (X)									
5414 EIAA	471EV 20651	BOEING 747273C				SKIN	ELONGATED HOLES NR 3 PYLON	72724	2/4/98 EIAA98039
HKG - DURING C5/D-CHECK INSPECTION, NR 3 PYLON LT, SKIN HAS ELONGATED HOLES AT NAS STA 180. REPAIRED IAW SB 54-20-34 FIG 5. (X)									
5510 P5CA	3203Y 19751	BOEING 747128				STABILIZER	CRACKED RT HORIZ STAB		2/18/98 P5CA9800419
RT HORIZONTAL STABILIZER SLOT SEAL CRACKED AT FWD LOWER AREA. FIBERGLASS REPAIR CARRIED OUT PER SRM 51-40-15.									
5510 EIAA	471EV 20651	BOEING 747273C				WEB	DENTED RT HORIZ STAB		1/12/98 EIAA98007
HKG - DURING C5/D-CHECK INSPECTION, RT HORIZONTAL STAB INTERNAL WEB DENTED AT STA 281.8, 20 INCHES FORWARD OF AFT SPAR. INTERNAL RIB WEB REPAIR IAW SRM 55-10-06, FIG 4. (X)									
5510 EIAA	471EV 20651	BOEING 747273C				PIN	SEIZED LT HORIZ STAB	72724	2/6/98 EIAA98044
HKG - DURING C5/D-CHECK INSPECTION, LT HORIZONTAL STAB HINGE BOLT ADJUSTMENT NUT SEIZED. HINGE PIN ASSEMBLY MODIFIED IAW SB 747-55-2020 REV 7. (X)									
5511 P5CA	3203Y 19751	BOEING 747128				SPAR	CORROSION HORIZ STAB		2/18/98 P5CA9800417
LEVEL 1 CORROSION, FOUND INSIDE HORIZONTAL STAB REAR SPAR UPPER CHORD AND SKIN AREA AT RBL 43.5. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLEND OUT PER SRM LIMIT 55-10-01.									
5512 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED HORIZ STAB		2/14/98 P5CA9800294
CORROSION INSIDE CENTER SECTION OF THE HORIZONTAL STABILIZER BETWEEN STRINGERS 54 AND 55, STAB RIGHT BODY LINE 15 TO 43. 5. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5512 P5CA	3203Y 19751	BOEING 747128				PANEL	CORRODED HORIZ STAB		2/14/98 P5CA9800280
LEVEL 1 CORROSION, ON UPPER SURFACES OF ALL TRAILING EDGE FIXED PANELS ON LEFT HORIZONTAL STABILIZER. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									

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5512 P5CA	3203Y 19751	BOEING 747128				SKIN	CRACKED HORIZ STAB		2/14/98 P5CA9800274
CRACK ON RIGHT HORIZONTAL STABILIZER TRAILING EDGE FIXED PANEL INBOARD AREA. TRIMMED DAMAGE PER BAC SRM 51-10-01 AND MADE FIBERGLASS REPAIR PER SRM 51-40-06.									
5512 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATED HORIZ STAB		2/14/98 P5CA9800273
DELAMINATION IN SEVERAL OUTBOARD AREAS ON RIGHT HORIZONTAL STABILIZER TRAILING EDGE FIXED PANEL. TRIMMED DAMAGE PER BAC SRM 51-10-01 AND MADE FIBERGLASS REPAIR PER SRM 51-40-06.									
5512 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED HORIZ STAB		2/14/98 P5CA9800272
LEVEL 1 CORROSION, DELAMINATION AND CRACK ON LEFT HORIZONTAL STABILIZER INBOARD TRAILING EDGE FIXED PANEL. DAMAGED AREA TRIMMED PER BAC SRM 51-10-01 AND FIBERGLASS REPAIR MADE PER SRM 51-40-06.									
5512 P5CA	3203Y 19751	BOEING 747128				PANEL	CORRODED HORIZ STAB		2/14/98 P5CA9800285
LEVEL 1 CORROSION, ON THE UPPER SURFACE OF ALL TRAILING EDGE FIXED PANELS ON THE RIGHT HORIZONTAL STABILIZER. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5520 P5CA	3203Y 19751	BOEING 747128				WEB	CORROSION LT ELEVATOR		2/12/98 P5CA9800432
LEVEL 1 CORROSION ON LEFT OUTBOARD ELEVATOR OUTBOARD WEB. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5522 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATED LT ELEVATOR		2/14/98 P5CA9800287
DELAMINATION ON UPPER SURFACE OF LEFT INBOARD ELEVATOR. FIBERGLASS REPAIR MADE PER BAC SRM 51-40-15.									
5522 P5CA	3203Y 19751	BOEING 747128				PANEL	DELAMINATION HORIZ STAB		2/19/98 P5CA9800391
LT HORIZ STAB LOWER T/E FIXED PANEL 334GBL FOUND DELAMINATION. HOT BOND REPAIRED PER SRM 51-40-06 PARA 3.									
5522 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATED RT ELEVATOR		2/14/98 P5CA9800292
DELAMINATION OF FIVE AREAS ON UPPER SURFACE OF THE RIGHT INBOARD ELEVATOR. FIBERGLASS REPAIR MADE PER BAC SRM 51-40-15.									
5522 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATED RT ELEVATOR		2/14/98 P5CA9800284
DELAMINATION ON SEVERAL AREAS OF THE RIGHT OUTBOARD ELEVATOR UPPER SURFACE. FIBERGLASS REPAIR MADE PER BAC SRM 51-40-15.									
5522 P5CA	3203Y 19751	BOEING 747128				SKIN	CRACKED LT ELEVATOR		2/14/98 P5CA9800283
CRACK ON UPPER SURFACE OF LEFT INBOARD ELEVATOR. FIBERGLASS REPAIR MADE PER BAC SRM 51-40-15.									
5522 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATED LT ELEVATOR		2/14/98 P5CA9800278
DELAMINATION ON SEVERAL AREAS OF LEFT OUTBOARD ELEVATOR UPPER SURFACE. FIBERGLASS REPAIR MADE PER BAC SRM 51-40-15.									

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5522 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION LT ELEVATOR		2/12/98 P5CA9800433
LEVEL 1 CORROSION ON THE LEFT OUTBOARD ELEVATOR UPPER SURFACE. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5533 P5CA	3203Y 19751	BOEING 747128				BRACKET	CORRODED VENTRAL FIN		2/15/98 P5CA9800434
LEVEL 1 CORROSION ON TWO L SHAPED BRACKETS ON THE HORIZONTAL STABILIZER VENTRAL FIN TRAILING EDGE. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5620 P5CA	853FT 19753	BOEING 747122				WINDOW	CRAZED RT UPPER DECK		2/26/98 P5CA9800282
FOUND MOST AFT WINDOW ON RT SIDE UPPER DECK CRAZED. REMOVED AND REPLACED PER MM 56-21-00.									
5711 EIAA	471EV 20651	BOEING 747273C				SPAR WEB	CORRODED WS 1454	72724	2/2/98 EIAA98058
HKG - DURING C5/D-CHECK INSPECTION, RIGHT WING FRONT SPAR WEB AT WS 1454 HAS CORROSION. CORRODED WEB WAS TRIMMED OFF. REPAIRED BY INSTALLING REPAIR DOUBLER, ANGLE, AND FILLED PER HAECO RS R57-21-28620. (X)									
5720 P5CA	3203Y 19751	BOEING 747128				FAIRING	SPONGED LT WING		2/17/98 P5CA9800304
LT WING NR 2 FIXED FAIRING MARKED AREA FOUND SPONGED. NR 2 FIXED FAIRING FIBERGLASS REPAIRED AS PER SRM 51-40-15.									
5720 P5CA	3203Y 19751	BOEING 747128				FAIRING	SPONGED RT WING		2/18/98 P5CA9800349
RT WING #7 FIXED FAIRING MARKED AREA FOUND SPONGED. FIBERGLASS REPAIR AS PER SRM 51-40-15.									
5720 EIAA	471EV 20651	BOEING 747273C				TIE CAP	CRACKED WS 669.5	72724	1/28/98 EIAA98031
HKG - DURING C5/D-CHECK INSPECTION, LEFT WING WS 669.5, UPPER MOST FORWARD SHEAR TIE CAP CRACKED. SHEAR TIE CAP REPAIRED IAW SB 57-2273 FIG 8 AND FIG 9. (X)									
5720 EIAA	471EV 20651	BOEING 747273C				SHIM	DAMAGED LT MLG	72724	2/9/97 EIAA98054
HKG - DURING C5/D-CHECK INSPECTION, LEFT WING LANDING GEAR SUPPORT BEAM OUTBOARD END FITTING SHIM DAMAGED. SHIMS REPLACED IAW MM 57-15-01. (X)									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 469-499		2/18/98 P5CA9800258
LEVEL 1 CORROSION, FOUND LEFT WING MIDSPAR AREAS WS 469-499 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT PER 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1105-1115		2/14/98 P5CA9800305
LEVEL 1 CORROSION ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 1105 TO 1115. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 440-455		2/18/98 P5CA9800257
LEVEL 1 CORROSION, FOUND LEFT WING MIDSPAR AREA WS 440-455 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLEND OUT WITHIN SRM LIMIT 57-30-01.									

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5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1252-1280	2/14/98	P5CA9800346
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1252 TO 1280. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 724-752	2/14/98	P5CA9800303
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 724 TO 752. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1010-1050	2/14/98	P5CA9800302
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 1010 TO 1050. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1210-1240	2/14/98	P5CA9800301
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 1210 TO 1240. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1240-1270	2/14/98	P5CA9800300
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 1240 TO 1270. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1336	2/14/98	P5CA9800299
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA AT WS 1336 TO 1485. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED BS 440-586	2/14/98	P5CA9800298
LEVEL 1 CORROSION, ON UPPER SKIN OF RIGHT WING REAR SPAR AREA AT WS 440 TO 586. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED RT WING	2/14/98	P5CA9800297
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE MID SPAR AREA. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				PANEL	CHIPPED WS 890-917	2/18/98	P5CA9800291
RT WING L/E UPPER FIXED PNL WS 890-917 T/E FABRIC PATCH FOUND CHIPPED AND GLASS REPAIRED AS PER SRM 51-40-15.									
5730 P5CA	3203Y 19751	BOEING 747128				PANEL	DELAMINATED LT WING	2/18/98	P5CA9800279
LT WING TOP T/E FIXED PANEL DEBONDED AND A PUNCH HOLD FOUND AT I/B AILERON I/B. FIBERGLASS REPAIRED AS PER SRM 51-40-15.									

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5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 520-530	2/18/98	P5CA9800259
LEVEL 1 CORROSION, FOUND LEFT WING MIDSPAR AREA WS 520-530 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02. BLENDED OUT PER SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 350-380	2/18/98	P5CA9800256
LEVEL 1 CORROSION FOUND LEFT WING SPANWISE BEAM NR 3 AREA WS 350 - 380 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-70-02. BLENDED OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 900-920	2/14/98	P5CA9800306
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN IN THE REFUEL AREA AT WS 900 TO 920. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 614-642	2/18/98	P5CA9800250
LEVEL 1 CORROSION LT/W MIDSPAR W/S 614-642 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION LT WING	2/18/98	P5CA9800253
LEVEL 1 CORROSION FOUND AT LT WING O/B LOWER SKIN T/E AREA PREVIOUS REWORK AREA O/B AILERON MID AREA. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02 BLEND OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 1112-1155	2/18/98	P5CA9800252
LEVEL 1 CORROSION LT WING FRONT SPAR WS 1112-1155 UPPER SURFACE. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02. BLENDED OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION LT WING	2/18/98	P5CA9800254
LEVEL 1 CORROSION FOUND LT WING LOWER SKIN O/B SURFACE AT MID SPAR BETWEEN PANEL 554GB AND 555 AB. REMOVED CORROSION AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMITS PER 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 382-411	2/18/98	P5CA9800255
LEVEL 1 CORROSION, FOUND LT WING MID SPAR AREA WS 382-411 AND WBL 150-235 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 557-586	2/18/98	P5CA9800260
LEVEL 1 CORROSION, FOUND LEFT WING MIDSPAR AREA WS 557-586 UPPER SURFACE SKIN. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT PER 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION RT WING	2/14/98	P5CA9800293
LEVEL 1 CORROSION, ON UPPER SURFACE OF LOWER WING SKIN IN LEADING EDGE CAVITY FORWARD OF FRONT SPAR. CORROSION REMOVED AND AREA TREATED PER BAC SRM 51-10-01 AND 51-10-02.									

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5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 411-469		2/14/98 P5CA9800335
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 411 TO 469. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1265-1285		2/14/98 P5CA9800324
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 1265 TO 1285. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1270		2/14/98 P5CA9800325
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 1270 TO 1290. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1392-1482		2/14/98 P5CA9800326
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1392 TO 1482. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1336-1392		2/14/98 P5CA9800327
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1336 TO 1392. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1280-1336		2/14/98 P5CA9800328
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1280 TO 1336. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1485-1548		2/14/98 P5CA9800329
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1485 TO 1548. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1320-1485		2/14/98 P5CA9800344
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1320 TO 1485. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1308-1336		2/14/98 P5CA9800340
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN MID SPAR AREA AT WS 1308 TO 1336. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1224-1252		2/14/98 P5CA9800323
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 1224 TO 1252. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									

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5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 353-411	2/14/98	P5CA9800334
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 353 TO 411. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1130-1252	2/14/98	P5CA9800331
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1130- TO 1252. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 469-499	2/14/98	P5CA9800336
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 469 TO 499. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 499-557	2/14/98	P5CA9800337
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 499 TO 557. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1168-1224	2/14/98	P5CA9800338
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN WBL 834 FROM MID TO REAR SPAR AT WS 1168 TO 1224. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1252-1282	2/14/98	P5CA9800339
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN MID SPAR AREA AT WS 1252 TO 1282. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1224-1252	2/14/98	P5CA9800347
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1224 TO 1252. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1516-1548	2/14/98	P5CA9800307
LEVEL 1 CORROSION, ON RIGHT WING UPPER SKIN FROM WS 1516 TO 1548 FROM MID SPAR TO REAR SPAR. REMOVED CORROSION AND TREATED AREA PER BAC SRM 51-10-01 AND 51-10-02. REPAIR WITHIN SRM 57-30-01 LIMITS.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION WS 660-680	2/18/98	P5CA9800251
LEVEL 1 CORROSION FRONT SPAR AREA WS 660-680 UPPER SURFACE. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. BLENDED OUT WITHIN SRM LIMIT 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1423-1485	2/14/98	P5CA9800342
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN MID SPAR AREA AT WS 1423 TO 1485. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									

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5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1364-1392	2/14/98	P5CA9800341
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN MID SPAR AREA AT WS 1364 TO 1392. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1056-1110	2/14/98	P5CA9800332
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN FRONT SPAR AREA AT WS 1056 TO 1110. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 807-834	2/14/98	P5CA9800315
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 807 TO 834. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS PER SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION RT WING	2/19/98	P5CA9800393
RT WING LOWER SKIN NR 4 MAIN TANK AFT BOOST PUMP HOUSING CUTOUT FOUND HEAVY CORROSION. CORROSION REMOVED BLEND OUT NOT WITHIN SRM LIMIT 57-30-03. REPAIRED PER PAO HKG 98-0068TE AND 0070RE AND SRM 57-30-03 FIG 3.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED RT WING	2/14/98	P5CA9800310
LEVEL 1 CORROSION OF THE UPPER WING SKIN AT WBL 834 FROM MID SPAR TO REAR SPAR. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN THE LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 382-420	2/14/98	P5CA9800313
LEVEL 1 CORROSION ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 382 TO 420. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS PER SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 889-917	2/14/98	P5CA9800348
LEVEL 1 CORROSION ON THE LEFT WING UPPER SKIN IN MID SPAR AREA AT WS 889 TO 917. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 917-944	2/14/98	P5CA9800317
LEVEL 1 CORROSION, ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 917 TO 944. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5730 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED WS 1175-1190	2/14/98	P5CA9800318
LEVEL 1 CORROSION, ON THE RIGHT WING UPPER SKIN IN REAR SPAR AREA AT WS 1175 TO 1190. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02, REPAIR WITHIN LIMITS OF SRM 57-30-01.									
5743 EIAA	471EV 20651	BOEING 747273C				TRUNNION	CORRODED LT MLG	72724	2/12/98 EIAA98057
HKG - DURING C5/D-CHECK INSPECTION, LEFT WING GEAR FORWARD TRUNNION H-FITTING AND RETAINER NUT SEIZED. TRUNNION BEARING H-FITTING REPLACED IAW MM 57-43-01. (X)									

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5751 EIAA	471EV 20651	BOEING 747273C				SKIN	DELAMINATION RT AILERON	72724	2/7/98 EIAA98049
HKG - DURING C5/D-CHECK INSPECTION, RT OUTBOARD AILERON HAS SMALL AREA OF DELAMINATION ON LOWER SURFACE OUTBOARD END. FIBERGLASS REPAIRED IAW SRM 51-40-15 FIG 7. (X)									
5753 P5CA	3203Y 19751	BOEING 747128				FOREFLAP	DAMAGED RT WING		2/18/98 P5CA9800268
RT WING O/B FLAP NOSE AREA NR 8 FLAP TRACK I/B FOUND SPONGED AS MARKED APPROX 4 BY 6 INCHES. FIBERGLASS REPAIRED AS PER SRM 51-40-14.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	DEBONDED LT TE FOREFLAP		2/15/98 P5CA9800435
DEBONDED AREA ON UPPER SKIN OF INBOARD FOREFLAP INBOARD TRAILING EDGE. MADE FIBERGLASS REPAIR PER BAC SRM 51-40-14.									
5753 P5CA	3203Y 19751	BOEING 747128				FLAP	SPONGED RT TE AFT FLAP		2/17/98 P5CA9800308
RT WIN O/B AFT FLAP FOUND ONE LOCATION SPONGED JUST O/B T/E LWR SURFACE. FIBERGLASS REPAIRED PER SRM 51-40-15.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	DEBONDED LT TE FLAP		2/13/98 P5CA9800431
DEBONDED AREA ON LEFT INBOARD TRAILING EDGE FORE FLAP SKIN. REPAIRED PER BAC SRM 51-40-15.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	CORRODED RT TE FOREFLAP		2/17/98 P5CA9800312
RT WING I/B T/E FOREFLAP L/E LOWER SURFACE BETWEEN NR 5 AND NR 6 FLAP TRACKS HAS LIGHT SURFACE CORROSION ON SKIN PANEL. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02 AND FILLER REPAIRED PER SRM 51-40-06.									
5753 P5CA	3203Y 19751	BOEING 747128				FOREFLAP	CORROSION LT TE FOREFLAP		2/18/98 P5CA9800361
LT WING INBD FORE FLAP I/B TOP SURFACE PANEL FOUND SURFACE CORROSION AT 3 LOCATIONS. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02.									
5753 P5CA	3203Y 19751	BOEING 747128				FAIRING	SPONGY LT WING		2/18/98 P5CA9800424
LT WING I/B T/E FLAP INBD NR 4 CANOE FAIRING SEVEAL AREAS SPONGY DISBONDING AND PUNCHED HOLE FOUND. FIBERGLASS REPAIR PER SRM 51-40-14.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	DISBONDED LT TE FOREFLAP		2/17/98 P5CA9800314
LT WING I/B FOREFLAP I/B PANEL FOUND SKIN DISBONDED AT CORROSION REWORK LOCATION 2 BY 10 INCHES. HOT BOND REPAIRED PER SRM 51-40-06 FIG 17 AND FIG 17A.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED RT TE FLAP		2/17/98 P5CA9800290
RT /W INBD T/E FLAP AFT FLAP FOUND DENT MARK AT MID SECTION BOTTOM NR 5 AND NR 6 FLAP TRACK. FIBERGLASS REPAIRED PER SRM 51-40-15.									
5753 P5CA	3203Y 19751	BOEING 747128				SKIN	DELAMINATION RT TE MIDFLAP		2/18/98 P5CA9800379
RT WING O/B MID FLAP I/B TOP ACCESS PANEL NR 687LT FOUND LOWER MID AREA SKIN CORROSION AND DELAMINATED. HOT BOND REPAIRS PER SRM 51-40-06 FIG 17.									
5753 EIAA	471EV 20651	BOEING 747273C				PANEL	DELAMINATED LT TE FLAP	72724	1/28/98 EIAA98032
HKG - DURING C5/D-CHECK INSPECTION, LEFT OUTBOARD AFT FLAP PANEL 588 JT DELAMINATED. REPAIRED IAW SRM 51-40-06 PARA 3 RS 57-51-33622. (X)									

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5754 P5CA	3203Y 19751	BOEING 747128				SKIN	DENTED NR 11 FLAP		2/12/98 P5CA9800430
DENT ON NUMBER 11 LEADING EDGE FLAP BULL NOSE SKIN. REPAIRED PER BAC SRM 51-40-01 AND TREATED PER SRM 51-10-02.									
5754 P5CA	3203Y 19751	BOEING 747128				PANEL	CORRODED NR 13 LE FLAP		2/15/98 P5CA9800429
LEVEL 1 CORROSION ON NUMBER 13 LEADING EDGE FLAP INBOARD CORNER INTERNAL PANEL. REMOVED CORROSION AND TREATED PER BAC SRM 51-10-01 AND 51-10-02.									
5754 P5CA	3203Y 19751	BOEING 747128				FLAP	CRACKED NR 3 LE FLAP		2/18/98 P5CA9800320
LT WING NR 3 L/E FLAP INBD ACTUATING ARM NOSE AREA L/E NOSE BEAM RIB CHORD FLANGE AT LOWER END FOUND CRACK. NOSE BEAM RIB CHORD REPAIRED PER SRM 57-20-03.									
7110 P5CA	3203Y 19751	BOEING 747128				COWL	DENTED NR 2 ENGINE		2/18/98 P5CA9800281
NR 2 T/R FAN TRANSLATING COWL AT 9 O'CLOCK POSITION RT SIDE DENTED. REPAIRED AS PER SRM 51-40-00 PARA 2E.									
7110 P5CA	3203Y 19751	BOEING 747128				COWL	DELAMINATION NR 1 ENGINE		2/18/98 P5CA9800426
NR 1 ENG NOSE COWL AT THE 5 O'CLOCK POSITION DELAMINATION. NR 1 ENG NOSE COWL ACCOUSTIC PANEL REPAIRED AS PER SRM 54-30-03 FIG 7 AND SRM 54-30-03 FIG 29A.									
7110 P5CA	3203Y 19751	BOEING 747128				SKIN	DAMAGED NR 3 ENG COWL		2/17/98 P5CA9800330
NR 3 ENG NOSE COWL RT AFT LOWER ACOUSTIC PANEL OUTER SKIN DAMAGED, ACOUSTIC PANEL REPAIRED FIBERGLASS REPAIR PER SRM 51-30-02.									
7110 P5CA	3203Y 19751	BOEING 747128				COWL	DISBONDED NR 2 ENGINE		2/18/98 P5CA9800270
NR 2 LEFT FAN COWL INTERNAL MIDDLE AREA HONEY COMB DISBONDED. HOT BOND REPAIRED AS PER SRM 51-40-06 FIG 17A. HOT BOND REPAIRED AS PER SRM 51-40-06 FIG 17A.									
7110 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CRACKED NR 4 NOSE COWL		2/18/98 P5CA9800422
NR 4 ENG NOSE COWL ANTI-ICE DUCT SUPPORT CRACKED AT STA 180. WELDING CARRIED OUT PER BAC 5975.									
7110 P5CA	3203Y 19751	BOEING 747128				TR SLEEVE	DAMAGED NR 1 ENGINE		2/18/98 P5CA9800319
NR 1 ENG FAN T/R TRANSLATING SLEEVE AT 9 O'CLOCK POSITION NEEDS REPAIR INSIDE AND OUTSIDE. FILLER REPAIRS CARRIED OUT PER SRM 51-40-06 PARA 2B.									
7110 P5CA	3203Y 19751	BOEING 747128				COWL	DELAMINATED NR 3 ENGINE		2/18/98 P5CA9800420
NR 3 ENGINE INLET COWL LT SIDE PANEL AFT DELAMINATED. REPAIRED PER SRM 51-40-06.									
7120 EIAA	471EV 20651	BOEING 747273C				BUSHING	WORN NR 4 ENGINE	72724	2/8/98 EIAA98052
HKG - DURING C5/D-CHECK INSPECTION, NR 4 PYLON AFT UPPER MOUNT HAS WORN ATTACH BUSHING AND SIDE PLAY. THRUST LINK END FITTING WORN. ENGINE UPPER MOUNT BUSHING REPLACED IAW OHM 20-50-03, THRUST LINK BEARING REPLACED IAW OHM 20-50-03. REFERENCE: OPERATOR CONTROL NR 98ZZZX904. (X)									
7120 EIAA	471EV 20651	BOEING 747273C				BEARING	WORN NR 4 ENGINE	72724	2/8/98 98ZZZX904
HKG - DURING C5/D-CHECK INSPECTION, NR 4 PYLON AFT UPPER MOUNT HAS WORN ATTACH BUSHING AND SIDE PLAY. THRUST LINK END FITTING WORN. ENGINE UPPER MOUNT BUSHING REPLACED IAW OHM 20-50-03, THRUST LINK BEARING REPLACED IAW OHM 20-50-03. REFERENCE: OPERATOR CONTROL NR EIAA98052.									

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7120 EIAA	471EV 20651	BOEING 747273C				BUSHING	WORN NR 3 ENGINE	72724	2/8/98 EIAA98053
HKG - DURING C5/D-CHECK INSPECTION, NR 3 PYLON AFT UPPER MOUNT HAS WORN ATTACH BUSHING AND SIDE PLAY. ENGINE UPPER MOUNT BUSHING REPLACED IAW OHM 20-50-03. (X)									
7120 EIAA	471EV 20651	BOEING 747273C				BUSHING	WORN NR 1 ENGINE		1/26/98 EIAA98021
HKG - DURING C5/D-CHECK INSPECTION, NR 1 PYLON FORWARD UPPER ENGINE MOUNT HANGERS, MOUNT BUSHING WORN. BUSHINGS REPLACED IAW OHW 20-50-03. (X)									
7200 UIEA	518MC 23476	BOEING 747243B	GE CF650E2			ENGINE	FAILED NR 3		2/10/98 50143 UIEA9802
***** ATB - FLT C1315 - ANC/TPE - NR 3 ENGINE FAILURE (FLAMEOUT) DURING CRUISE, FL 290, .84M. ENGINE VIBRATION NORMAL. ACCOMPLISHED ENGINE FAILURE SHUTDOWN CHECKLIST. AFTER CHECKLIST, N1 = 26.8, N2 = 0, F/F = 100, OIL PRESSURE = 0. FUEL DUMPED AND RETURNED TO ANC. DURING T/S, FOUND NR 3 ENGINE N2 INDICATION JUMP FROM ZERO TO 50 PERCENT AND LOUD CLUNKING SOUND HEARD COMING FROM THE CORE OF THE ENGINE. B-SUMP SCAVENGER INLET SCREEN HAS SEVERAL LARGE PIECES OF METAL. OTHER INLET SCREENS AND MAIN OIL SCREEN HAVE METALLIC PARTICLES. ENG REPLACED, S/N ON 517506. ENGINE OPERATION SATISFACTORY. (X)									
7230 EIAA	479EV 19898	BOEING 747132	PWA JT9D7AH			COMPRESSOR	STALLED NR 2 ENGINE		2/15/98 EIAA98055
YSSY - LOG PAGE: F92297 - NR 2 ENGINE HAD COMPRESSOR STALLED AT FL 390. CHECKED ENGINE PARAMETERS, SHUT DOWN ENGINE. DECLARED AN EMERGENCY TO GET DESCENT CLEARANCE TO FL 310. LANDED YSSY, NO PROBLEMS. (X)									
7230 EIAA	470EV 20653	BOEING 747273C	PWA JT9D7J			FAN BLADES 771841	BENT NR 1 ENGINE		1/29/98 EIAA98005
JFK - APPROACH INTO JFK RUNWAY 22L, APPROXIMATELY 50-100 FEET, HAD BIRD STRIKE IN NR 1 ENGINE. LANDED WITHOUT INCIDENT, WITH AN OUTSIDE AIR TEMP OF 42 DEGREES F. REMOVED AND REPLACED FIVE PAIRS OF FAN BLADES PER MM 72-31-02. INSPECTED NR 1 ENGINE FOR BIRD INGESTION, AND FOUND NO CORE ENGINE DAMAGE. PERFORMED ENGINE RUN NO DEFECTS NOTED. SUBSEQUENTLY ENGINE WAS CHANGED FOR A OIL LEAK THAT WAS NOT RELATED TO THE BIRD STRIKE.									
7261 TWAA	93108 19674	BOEING 747131	PWA JT9D7AH			OIL PUMP 80465901	FAILED NR 1 ENGINE		1/22/98 TWAA9801304
SNN - FLT 883 - ON DESCENT 33,000 FT, OIL PRESS IND FLUX DOWN TO ZERO PSI WITH THROTTLE AT IDLE. WITH ENG AT IDLE ON FINAL OIL PRESS LIGHT ON. ENGINE SHUT DOWN AFTER LANDING. NR 1 ENGINE, REPLACED OIL PUMP. (M)									
7321 TWRA	608FF 19672	BOEING 747131	PWA JT9D7F			FUEL CONTROL 7590002	MALFUNCTIONED NR 3 ENGINE		1/13/98 TWRA9802
WHILE CRUISING AT F/L 330, SMOOTH AIR, NR 3 ENGINE FLAMED OUT, FUEL PANEL SETTING WAS TANK TO ENGINE. USED TOWER AIR PROCEDURES FOR INFLIGHT START ENGINE RESTARTED. ALL PARAMETERS NORMAL. PERFORMED NR 3 ENGINE FLAMEOUT TROUBLESHOOTING PROCEDURES IAW MM 71-00-42 PAGE 118 AND 119 WINDMILL INSPECTION IAW MM 72-00-00 PAGE 682 P/Q. OPS AND LEAK CHECK OK. REMOVED AND REPLACED FUEL CONTROL MM 73-11-01. OPS AND LEAK CHECK OK. (M)									
7603 EIAA	471EV 20651	BOEING 747273C				BEARING	ROTATING NR 4 ENGINE	72724	2/7/98 EIAA98048
DURING C5/D-CHECK INSPECTION, NR 4 PYLON THRUST LINK BEARING IS ROTATING IN THE HOUSING. BEARING REPLACED IAW OHM 20-50-03. (X)									
7711 NWAA	640US 23888	BOEING 747251F	PWA JT9D7J			EPR INDICATION	MALFUNCTIONED NR 1 ENGINE		2/25/98 9803396740
DURING TAKEOFF ROLL, THE NR 1 ENGINE WOULD NOT REACH TAKEOFF EPR WITHOUT EXCEEDING THE EGT REDLINE. THE MAXIMUM EPR REACHED WAS 1.30. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CLEANED THE EPR TRANSMITTER AND INDICATOR CONNECTIONS AND PERFORMED AN ENGINE BLEED CHECK PER MM 75-32-00 WITH NO DEFECTS NOTED. THE AIRCRAFT RETURNED TO SERVICE. EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									

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7722 NWAA	640US 23888	BOEING 747251F	PWA JT9D7J			CONNECTOR	LOOSE NR 1 ENGINE		2/13/98 9803596740
AFTER TAKEOFF DURING CLIMB, THE NR 1 ENGINE EGT BEGAN RISING RAPIDLY. THE NR 1 POWER LEVER WAS RETARDED TO MAINTAIN THE EGT WITHIN LIMITS. WITH ALL ENGINE EPRS MATCHED, THE NR 1 EGT WAS 250C ABOVE THE OTHERS. THE AIRCRAFT RETURNED TO ANC WITHOUT DIFFICULTY. MAINTENANCE INSPECTED THE ENGINE WITH NO DEFECTS NOTED. A PS4 LINE WAS RETORQUED AND THE FIREWALL CANNON PLUG FOR EGT WAS RESEATED. THE AIRCRAFT WAS RETURNED TO SERVICE. EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									
2530 TWAA	701TW 28160	BOEING 7572Q8				OVEN 8201110000	DIRTY GALLEY		2/12/98 TWAA9802204
JFK - FLT 31 - THREE GALLEY OVENS EMITTED SMOKE WHEN DOOR OPENED AFTER USE. POSITIONS WERE A GALLEY NR 1 AND NR 2 OVENS, AND B-GALLEY NR 2 OVEN. BELIEVED CAUSED BY CLEANING SOLVENTS. REPLACED THE A-GALLEY NR 1 AND NR 2 OVENS, DEACTIVATED AND DEFERRED THE B-GALLEY NR 2 OVEN. CHECK-C 2-3-98 LAX. (X)									
2565 UALA	564UA 26666	BOEING 757222	PWA PW2037		AIR CRUISERS D31038201	TUBE	FAILED SLIDE		10/8/97 97UAL900768
DURING THE SHOP OVERHAUL OF AN EVACUATION SLIDE REMOVED FOR TIME EXPIRATION IT FAILED THE PROOF TEST. THERE WAS A SEAM SEPARATION OF OVER 8 FEET ON THE LEFT TOP TUBE STARTING AT THE UPPER INTERNAL BULKHEAD AND GOING DOWN TOWARD THE SLIDE FOOT IN THE CROUCH AREA. SLIDE SENT TO VENDOR FOR INVESTIGATION AND REPAIR.									
3230 CALA	14120 27562	BOEING 757224				UPLOCK ACTUATOR 161N50015	INOPERATIVE LT MLG	2980	3/1/98 CALA9800345
THE GEAR WARNING LIGHT AND GEAR DISAGREE EICAS MESSAGE WERE RECEIVED AFTER GEAR RETRACTION. THE GEAR HANDLE WAS MOVED TO THE OFF POSITION AND ALL WARNINGS WERE CLEARED. THE AIRCRAFT LANDED AT SEA WITHOUT INCIDENT. THE GEAR UPLOCK SYSTEM WAS INSPECTED WITH NO DEFECTS FOUND. NO MECHANICAL DEFECTS WERE NOTED. THE AIRCRAFT WAS FERRIED TO LAX. THE LT MLG UPLOCK RELEASE ACTUATOR WAS REMOVED AND REPLACED WHILE AT LAX. IN ADDITION, THE NR 1 ENGINE DRIVEN PUMP WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE. SEVERAL GEAR SWINGS WERE PERFORMED WITH NO FAULTS NOTED.									
3232 NOCA	757NA 24567	BOEING 75723A				ACTUATOR 2745710	FAILED RT MLG DOOR		1/12/98 NOCA0498
GEAR DOOR LIGHT REMAINED ILLUMINATED AFTER GEAR EXTENDED. FOUND RIGHT MLG DOOR OPEN APPROXIMATELY 18 INCHES. VISUALLY INSPECTED RT MLG DOOR, DOOR SEALS, AND SURROUNDING WW AREA FOR DAMAGE. NONE FOUND. REPLACED RIGHT HAND GEAR DOOR ACTUATOR. (X)									
3320 DALA	750AT 23126	BOEING 757212				SWITCH 920056	INTERMITTENT CABIN		2/24/98 DL75A980474
INFLIGHT, FLIGHT ATTENDANT AND PASSENGER REPORTED FUMES WHICH SMELLED LIKE SMOLDERING RUBBER IN THE AREA OF THE LAST THREE ROWS IN PASSENGER CABIN. STRONGER ON CO-PILOTS SIDE. FUMES WERE INTERMITTENT. MAINTENANCE CHECKED AREA, NO VISIBLE SIGNS OF FUMES. NO HOT AREAS LOCATED BEHIND PSU'S OR SIDEWALLS. FOUND 45F READING LIGHT FLICKERING. REPLACED READING LIGHT SWITCH. OPERATION CHECKS NORMAL.									
3350 UALA	551UA 25399	BOEING 757222	PWA PW2037			SWITCH	FAILED CABIN		10/14/97 97UAL900770
AIRCRAFT RETURNED TO GATE AFTER EMERGENCY LIGHTS AFT OF WING CAME ON, THEN WENT OUT. REPLACED SWITCH AT DOOR 4L AND TESTED OK.									
3350 UALA	575UA 26689	BOEING 757222	PWA PW2037			LIGHT	INOPERATIVE CABIN		10/8/97 97UAL900756
FLOOR EEL LIGHT INOP AT ROW 13. RECONNECTED EEL LIGHT STRIP.									
3350 UALA	586UA 26710	BOEING 757222	PWA PW2037			LIGHT	INOPERATIVE CABIN		10/8/97 97UAL900758
EEL LIGHT STRIP INOP AT AFT LAV LT AISLE. REPLACED EEL STRIP.									
3350 USAA	600AU 22192	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE CABIN		2/5/98 USAABB98015
LAX - FOUND L4 DOOR EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (X)									

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3350 USAA	604AU 22199	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE CABIN		2/1/98 USAABB98016
PHL - FOUND EXIT IDENTIFIER AT L4 DOOR INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY.									
3350 DALA	685DA 27588	BOEING 757232			767	BULB	FAILED CABIN		2/27/98 DL757980487
R-1 DOOR EMERGENCY LIGHT INOP. RELAMPED, OPS CK OK.									
3350 NWAA	518US 23206	BOEING 757251				POWER SUPPLY	INOPERATIVE CABIN		2/20/98 9803545518
DURING PREFLIGHT, FOUND DOOR 3L EMERGENCY LIGHT INOPERATIVE. REPLACED POWER SUPPLY M735, OPERATIONAL CHECK OK.									
3350 NOCA	750NA 26277	BOEING 75728A				LAMP 767	FAILED R4 DOOR		2/13/98 NOCA05/98
EXTERIOR EMERGENCY EXIT LIGHT INOPERATIVE AT DOOR R4. RELAMPED EXTERIOR EMERGENCY LIGHT AT DOOR R4. OPS CHECK NORMAL. (X)									
3350 USAA	627AU 27805	BOEING 7572B7				SIGN 8731002511REV9	INOPERATIVE R1 DOOR		1/7/98 USAABB98017
LAX - FOUND EXIT IDENTIFIER INOPERATIVE AT R1 DOOR. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (X)									
3350 USAA	632AU 27810	BOEING 7572B7				BATTERY 86210066	DISCHARGED CABIN		2/13/98 USAABB98019
ALX - FOUND FLOOR LEVEL EMERGENCY LIGHT INOPERATIVE AT ROW 33. MAINTENANCE REPLACED THE BATTERY. (X)									
5320 IPXA	450UP 25472	BOEING 75724APF				SUPPORT	CRACKED CARCO COMPT		3/2/98 UPS98525954
INSPECTION TYPE-N/A, AFTER REMOVING NR 1 PIT BULKHEAD WALL AND FLOOR ANGLE, FOUND FLOOR SUPPORT BEAM CRACKED. REPAIRED FLOOR SUPPORT BEAM IAW SRM 51-70-11.									
5753 CALA	12116 27558	BOEING 757224				SKIN	CRACKED RT TE MIDFLAP		2/26/98 CALA9800346
INSPECTION FOUND A 5.75 INCH CRACK IN RT WING OUTBOARD MIDFLAP OUTBOARD END AT BOTTOM SKIN. A .75 INCH CRACK WAS FOUND IN LT WING OUTBOARD MIDFLAP OUTBOARD END AT BOTTOM SKIN. REPAIRS WERE INSTALLED IAW ECRA 5750-02810.									
3350 UALA	608UA 21869	BOEING 767222	PWA JT9D7R4D			WIRE	LOOSE CABIN		10/11/97 97UAL900762
EMERGENCY FLOOR LIGHTING INTERMITTENTLY COMES ON ON RIGHT SIDE, AFT LAV TO ROW 28. SECURED FEEDER LEAD AT ROW 26. OPS OKAY WITH SWITCH IN COCKPIT ARMED.									
3350 USAA	652US 24765	BOEING 7672B7				POWER SUPPLY 210121	INOPERATIVE CABIN		2/6/98 USAABB98018
LAX - FOUND EMERGENCY EXIT SIGNS ABOVE ROW 29 INOPERABLE. MAINTENANCE REPLACED THE POWER SUPPLY AND BATTERY PACK. (X)									
3350 UALA	658UA 27113	BOEING 767322	PWA PW4060			POWER SUPPLY	INOPERATIVE CABIN		10/10/97 97UAL900763
SECTION OF EMERGENCY TRACK LIGHTS FROM 6AB TO 13AB REMAIN ON WITH SWITCH ARMED AND OFF POSITIONS. REPLACED POWER SUPPLY. OPS CHECK OKAY.									
3350 DALA	191DN 28448	BOEING 767332				WIRE	BROKEN CABIN		2/24/98 DL76L980477
ON LAYOVER CHECK, FOUND EMERGENCY LIGHT INOP AT 22B. FOUND BROKEN WIRE AT PLUG NEAR SIDEWALL. REPAIRED BROKEN WIRE. EMERGENCY LIGHT CK OK.									

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4990 TWAA	650TW 23057	BOEING 767205				OIL REGULATOR 1601262	LEAKING APU		2/11/98 TWAA9802203
STL - FLT 842 - AIRCRAFT WAS OPERATING WITH THE LT GENERATOR PLACARDED INOPERABLE PER MEL. IN-FLIGHT, THE APU AUTO SHUTDOWN WITH EICAS MSG - APU LOW OIL PRESS. DIVERTED TO STL. REPLACED THE LEFT IDG AND PLACARDED THE APU INOP PER MEL. AIRCRAFT OPERATED TO LAYOVER STATION WHERE THE APU OIL COOLER/REGULATOR WAS REPLACED. CHECK-C 1-19-98 AT LAX. (X)									
5101 UALA	642UA 25092	BOEING 767322	PWA PW4060			AIRFRAME	VIBIRATION CABIN		10/8/97 97UAL900755
CREW REPORTED VIBRATION AND RUMBLING AT RIGHT SIDE OF MID CABIN AREA. STARTED AROUND 320 KTS. RETURNED TO DUS. ETOPS. *S/D* SEQ NR 3272003: CREW FELT AND HEARD NOISE; SUGGESTED LOOSE EXTERIOR PANEL. A/C CK'D FOR OPEN OR LOOSE PNL, DOOR AND LNDG GR DRS, FOUND OK. AC PACKS AND EXHAUST CK'D GOOD, NORMAL OPS. NOTE SEQ NR 6672006 (11/03/97): NR 2 ENG HIGH VIBRATION FELT IN AIRFRAME OR THROTTLE AT HIGH PWR. INSPECTED INLET/EXHAUST, NO DISCREPANCIES. CHIP DETECTORS CHECKED. ENGINE VIBRATION WITHIN LIMITS PER MMOV 77-31-00. ORIGINAL INSPECTIONS FOUND NO PROBLEMS. A/C HAD NO RELATED PROBLEMS FOR 24 DAYS. NO RELATED PROBLEMS FROM 11/03. ISOLATED INCIDENTS, NO FURTHER ACTION.									
8120 GNXA	6687B 21062819	CESSNA T210M				TURBOCHARGER 4066109005	FAILED ENG EXH SYS	114	2/12/98 98ZZZX889
ONE BENT BLADE AND ONE BLADE SEPARATED AT HALF ITS LENGTH. PART FAILED ON FINAL APPROACH TO LANDING. COMPRESSOR SHAFT AND TURBINE SHAFT BENT. NO KNOWN REASON FOR COMPRESSOR BLADE TO HAVE SEPARATED, OR FOR SHAFT TO HAVE BENT, NO EVIDENCE OF FOREIGN OBJECTS BEING INJECTED INTO TURBOCHARGER.									
7240 IMJA	232DM 5500079	CESSNA 550	PWA JT15D4			HOUSING ASSY 310501601	FAILED COMB LINER		2/17/97 3156 98ZZZX857
DURING ROUTINE PHASE 'B' INSPECTION, THE 7 O'CLOCK IGNITER WAS REMOVED AND THE COMBUSTION CHAMBER LINER GROMMET (HOUSING ASSY?) FELL FROM POSITION INTO THE SPACE SURROUNDING THE COMBUSTION CHAMBER. SUSPECT THE HOUSING WEBS BROKE FREE FROM THE COMBUSTION LINER AND WHEN THE IGNITER WAS WITHDRAWN, THE HOUSING FELL TO THE BOTTOM OF THE COMBUSTION CHAMBER.									
2562 *****	510SD 6500161	CESSNA 650		POINTER 30001		RESISTOR RS2B	FAILED ELT	644	2/18/98 98ZZZX859
RESISTOR HAD OVERHEATED CAUSING HEAT DAMAGE TO THE CASE AND PC BOARD. THE DECAL ON THE OUTSIDE OF THE CASE WAS DISCOLORED. ACCORDING TO THE AIRCRAFT RECORDS, THE LAST ELT OF THIS TYPE WAS ALSO REPLACED BECAUSE OF INTERNAL HEAT DAMAGE. SUBMITT ER STATED A DIFFERENT RESISTOR SHOULD BE USED.									
2750 SWIA	410SW 7066	CNDAIR CL6002B19	GE CF343A1			FECU	FAILED TE FLAPS		2/24/98 SWIA971091
FLAP FAIL MESSAGE DURING FLAP RETRACTION ON CLIMB-OUT. RETURNED FOR LANDING. REMOVED FLAP PDU AND FECU AND REPLACED WITH SERVICEABLE UNITS IAW MM 27-52-01. ALL CHECKS GOOD.									
2750 COMA	946CA 7072	CNDAIR CL6002B19				FECU 860D10018AB	MALFUNCTION TE FLAPS	3797 2477	3/1/98 COMA9860049
FLAPS FAILED AT 8 DEGREES. REPLACED THE FECU.									
3241 COMA	978CA 7158	CNDAIR CL6002B19				TRANSDUCER 140153	DESTROYED LT MLG	3069	2/24/98 COMA9860048
ANTI-SKID CAUTION MESSAGE WHEN LANDING GEAR EXTENDED. REPLACED THE LEFT OUTBOARD WHEEL SPEED TRANSDUCER.									
3417 SWIA	410SW 7066	CNDAIR CL6002B19	GE CF343A1			ADC	FAILED NR 1		2/22/98 SWIA971086
ON APPROACH TO EUG PFD NR 1 LOST ALL AIR DATA (AIRSPEED, ALTITUDE, ATTITUDE, VSI) ALSO MACH TRIM. REMOVED AND REPLACED IDC 4000 CONVERTER. ALL SYSTEMS CHECKS NORMAL.									

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5610 VTZA	624BR 7211	CNDAIR CL6002B19				WINDSHIELD 601R330339	SHATTERED LT COCKPIT		1/23/98 VTZA98027
IAD/BNA - FLT 6702 - DURING CRUISE ON 1-23-98 AT 1402 HOURS, EXPERIENCED A SHATTERING OF THE CAPTAIN'S WINDSCREEN. AIRCRAFT DECLARED AN EMERGENCY AND LANDED AT BNA WITH NO FURTHER PROBLEMS. MAINTENANCE CONTROL NOTIFIED AND DISPATCHED, REMOVED AND REPLACED CAPTAIN'S WINDSCREEN. ALL REQUIRED CHECKS ACCOMPLISHED AND AIRCRAFT WAS RELEASED FOR SERVICE. (X)									
3250	399SW 5009	CNDAIR CL6013A				LVDT 71025	DIRTY NLG STEERING	4981	2/7/98 98ZZZX858
NOSE WHEEL STEERING FAILED DURING TAXI FOR TAKEOFF AT KEWR. PERFORMED NOSE WHEEL STEERING CONTROL BOX BITE CHECK PER MM 32-50-00, NO FAULTS INDICATED. PERFORMED INSPECTION OF CONNECTORS AND FOUND THE LINEAR VARIABLE DIFFERENTIAL TRANSFORMER (LVDT) DIRTY WITH TRACES OF GLYCOL. CLEANED THE LVDT AND PERFORMED CHECK IAW MM 32-50-00. ALL CHECKS NORMAL.									
2613 CICA	25AG 25	DHAV DHC7102				CONNECTOR	LOOSE NR 2 ENGINE		1/9/98 98ZZM262
FLT 203 - MIA-PID - PILOT PERFORMED A PRECAUTIONARY SHUT DOWN OF NR 2 ENGINE BECAUSE OF HIGH ERRATIC T5. AIRCRAFT RETURNED TO MIA AND LANDED WITH NO PROBLEM. AIRCRAFT WAS INSPECTED AND FOUND TO BE SAFE FOR THREE ENGINE FERRY TO FLL. AN INSPECTION OF THE AIRCRAFT FOUND T5 SYSTEM OPERATING NORMAL. TIGHTENED T5 CANNON PLUG. AIRCRAFT RELEASED FOR FLIGHT. (M)									
3350 MALA	828MA 333	DHAV DHC8102				BULB 0L3071BPEGPL	FAILED CABIN		2/26/98 MALA976017
DURING INSPECTION, EMERGENCY EXIT IDENTIFIERS INOP AT ROW 4. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	829MA 335	DHAV DHC8102				SIGN ELE101262	BROKEN CABIN		2/26/98 MALA976018
DURING INSPECTION, EXIT SIGN AT SEAT 4A IS BROKEN. MAINTENANCE REPLACED EXIT SIGN, OPS CHECK GOOD.									
3350 MASA	434YV 434	DHAV DHC8202				LAMP MS25231316	FAILED CABIN		1/25/98 MASA98016
ON INTERIOR LIGHT OPS CHECK, IT WS FOUND THE FARTHEST AFT CEILING EMERGENCY EXIT LIGHT WOULD NOT ILLUMINATE. MAINTENANCE FOUND A BLOWN LIGHT BULB. REMOVED AND REPLACED BULB AND OPS CHECK GOOD. (M)									
3350 MASA	446YV 446	DHAV DHC8202				LAMP MS25231316	FAILED CABIN		1/27/98 MASA98018
FLT 7710 - RAP-DEN - UPON ARRIVAL IN DEN, CREW REPORTED THE FORWARD UPPER EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED BULB, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
6111 BN4R		DHAV DHC8*		HAMSTD 14SF23		BLADE PIN 7756722	LOOSE PROPELLER BLADE		1/24/98 98ZZZX855
REFERENCE: FR34201. REASON FOR REMOVAL: LOOSE BLADE PIN. RECOMMENDATIONS: BLADE HISTORY TO BE REVIEWED FOR PIN INSTALLATION ISSUES. CUSTOMER: ALM ANTILLEAN AIRLINES.									
3060 VNAA	427JS 3039	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BRUSH BLOCK 3E2515	DIRTY LT PROP	262	2/24/98 VNAA9802020
THE LEFT PROPELLER HEAT FAILED, DURING THE TAXI OUT FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED AND CLEANED THE LEFT PROPELLER BRUSH BLOCK, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 30-61-05. OPERATION CHECKS WERE COMPLETED AND, THE AIRCRAFT WAS RETURNED TO SERVICE.									

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3242 VNAA	430JS 3044	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BRAKES	WEAK MLG		2/26/98 VNAA9802023
DURING THE TAXI FOR TAKEOFF, THE CREW NOTED THAT THE AIRCRAFT'S BRAKES WERE WEAK. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND BLED, THE NORMAL BRAKE SYSTEM IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-42-07. OPERATIONAL CHECKS WERE COMPLIED WITH AND, THE AIRCRAFT WAS RETURNED TO SERVICE.									
4950 VNAA	429JS 3043	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		APU BLEED SYST GTCP36150DD	SMOKING CABIN	67299 11109	2/25/98 VNAA9802022
DURING THE CLIMB-OUT AFTER TAKEOFF, THE CREW NOTICED SMOKE IN THE CABIN. THE CREW LEVELED OFF AND DECLARED AN EMERGENCY. THE SMOKE DISSIPATED AFTER THE AIRCONDITIONING WAS SELECTED OFF. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED AND OPERATION CHECKED THE AIR CONDITIONING SYSTEMS, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 36-10-00. MAINTENANCE DETERMINED THAT THE SMOKE WAS CAUSED BY THE AUXILIARY POWER PLANT BLEED. MAINTENANCE DEFERRED THE AUXILIARY POWER PLANT IAW THE MEL. THE AIRCRAFT WAS RETURNED TO SERVICE.									
2565 CALA	68065 46590	DOUG DC1030				SLIDE 5WD230500203	LOW PRESSURE L-3 DOOR		2/28/98 CALA9800343
INSPECTION FOUND THE L-3 DOOR EMERGENCY SLIDE PACK PRESSURE LOW. THE L-3 DOOR EMERGENCY SLIDE WAS REMOVED AND REPLACED.									
2565 CALA	68065 46590	DOUG DC1030				SLIDE 5WD230100201	LOW PRESSURE L-1 DOOR		2/28/98 CALA9800344
INSPECTION FOUND THE L-1 DOOR EMERGENCY SLIDE PACK PRESSURE LOW. THE L-1 DOOR EMERGENCY SLIDE WAS REMOVED AND REPLACED.									
3260 FDEA	302FE 46801	DOUG DC1030F				PROX SENSOR	DAMAGED LT MLG		3/1/98 98FDEA00142
BOTH FRONT AND BACK LEFT MAIN GEAR INDICATOR UNSAFE LIGHTS ILLUMINATED AFTER TAKEOFF. FOLLOWED RED TAB. FRONT LIGHT EXTINGUISHED, BACK LIGHT REMAINED ILLUM UNTIL LEVEL OFF. PRIOR TO LANDING BOTH FRONT AND BACK LIGHT MAIN GEAR UNSAFE LIGHTS ILLUM. UNTIL LANDING GEAR WAS LOWERED. ALL GEAR LTS IN GREEN UPON LANDING. FOUND LEFT MAIN GEAR DOOR PROX SWITCH (SENSOR) BADLY SCRATCHED. REMOVED AND REPLACED AND ADJUSTED SWITCH PER M/M 32-61-03. PERFORMED PROX BOX TEST, FOUND OK.									
3260 FDEA	302FE 46801	DOUG DC1030F				ELECTRONIC UNIT 806124	FAILED LANDING GEAR		3/2/98 98FDEA00144
AFTER TAKEOFF, GEAR HANDLE UP GAVE RED LEFT MAIN INDICATION ON F/O PANEL AND UP FRONT. RAN RED TAB, NO HELP. CHECKED WIRING INTEGRITY FROM S3-682 TERMINAL 4 AND 5 (PROX ELETR UNIT) AS PER WDM 32-61-04 PG 2, FOUND OK. REMOVED AND REPLACED PROXIMITY ELECTRONIC UNIT PER M/M 32-61-01-2.									
3350 AALA	135AA 47830	DOUG DC1010				SOCKET 1703663	BROKEN CABIN		1/27/98 AALA980220
SFO - DURING OVERNIGHT MAINTENANCE, FOUND EMERGENCY EXIT LIGHT AT PASSENGER SEAT 23H INOPERATIVE. REPLACED BROKEN EMERGENCY EXIT LIGHT CONTACT SOCKET AT PASSENGER SEAT 23H. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 UALA	1835U 47967	DOUG DC1010	GE CF66D			BATTERY	DISCHARGED CABIN		10/4/97 97UAL900749
LEFT AISLE AND FORWARD FLOOR EMERGENCY LIGHTING IN ZONE B REMAINS ON WHILE SWITCH IN COCKPIT WAS SELECTED TO ANY POSITION. REPLACED EEL BATTERY. OP CHECK OF EMERGENCY LIGHTS ARE NORMAL.									
3350 UALA	1835U 47967	DOUG DC1010	GE CF66D			BATTERY PACK	DISCHARGED CABIN		10/8/97 97UAL900754
EMERGENCY FLOOR LIGHTS WERE ILLUMINATED BETWEEN SEATS 17 AND 30. REPLACED BATTERY PACK FOR EEL LIGHTS. LIGHTS CHECKED OKAY.									
3350 NWAA	223NW 46583	DOUG DC1030				POWER SUPPLY	INOPERATIVE CABIN		2/28/98 9803581226
DURING LINE CHECK, FOUND ESCAPE PATH LIGHTING FAILS EMERGENCY LIGHT TEST. REPLACED C-SECTION POWER SUPPLY AND BATTERY, OPERATIONAL CHECK OK.									

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3610 HALA	171AA 46906	DOUG DC1010				PRESS CONTROL	FAILED NR 1 ENGINE		2/8/98 HALA9800039
HNL - FLT 03 - NR 1 ENGINE MANIFOLD FAIL (RED) LAMP ILLUMINATED AT TOP OF DESCENT WHEN THROTTLES WERE CLOSED TO IDLE. TEMP 210 DEGREES CELSIUS LIGHT EXTINGUISHED IN ABOUT 5 SECONDS AFTER NR 1 BLEED SWITCH TURNED OFF. (M)									
5311 FDEA	391FE 46625	DOUG DC1010F				FRAME	CRACKED BS 459		2/17/98 98FDEA00140
VCE: N2103 - AT STA NR 459 Z= -78, X = - 63 A CRACK WAS FOUND ON THE FRAME (RT SIDE). REF NRC NR N2064. REPAIRED FRAME IAW SRM 53-30-00, FIG 5.									
5312 CALA	68044 46903	DOUG DC1010				BULKHEAD T	CRACKED BS 1156		2/26/98 CALA9800336
INSPECTION FOUND A 2.5 CRACK THROUGH FASTENER HOLE ON VERTICAL LEG OF BULKHEAD T AT STA 1156 BETWEEN LONGERON 40L AND 39L. A NEW TEE CAP WAS INSTALLED IAW EA SA003-5310-03391.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 580-595		2/26/98 CALA9800340
INSPECTION FOUND LONGERON 48L CORRODED AROUND FASTENERS FROM STA 595 FORWARD TO STA 580 INSIDE OF LT A/C BAY. THE LONGERON WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5315 CALA	68044 46903	DOUG DC1010				FLOORBEAM	CORRODED BS 601		2/28/98 CALA9800352
INSPECTION FOUND FLOORBEAM CORRODED INSIDE OF FORWARD BAGGAGE BIN BELOW RIGHT PALLET GUIDE RAIL AND BEAM WEB HAD A 3 INCH CRACK AT STA 601, LONGERON 43R. THE CORRODED SECTIONS OF BEAM WERE REMOVED, REPAIR SECTIONS WERE FABRICATED AND INSTALLED IAW ECRA 5310-03668.									
5315 CALA	41068 47867	DOUG DC1030				FLOORBEAM	CORRODED BS 442		2/28/98 CALA9800369
INSPECTION FOUND FLOOR SUPPORT BEAM CORRODED AT L-1 DOOR, STA 442. THE CORRODED SECTION OF BEAM WAS REPLACED IAW GMM 10-900-01, PAGE 1.									
5315 CALA	41068 47867	DOUG DC1030				FLOORBEAM	CORRODED BS 450		2/28/98 CALA9800368
INSPECTION FOUND FLOORBEAM CORRODED AT STA 450 FROM CENTERLINE TO 24 RIGHT OF CENTERLINE. THE CORRODED SECTION OF FLOORBEAM WAS REPLACED IAW GMM 10-900-01, PAGE 1.									
5320 CALA	68044 46903	DOUG DC1010				FITTING	CORRODED BS 595		2/28/98 CALA9800353
INSPECTION FOUND TENSION TIE FITTING CORRODED AT STA 595, LONGERON 48L. THE FITTING WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1810		2/28/98 CALA9800354
INSPECTION FOUND CORROSION ON FUSELAGE SKIN AT STA 1810, LONGERON 45-47L. THE CORRODED AREA WAS REMOVED, STRAP AND FINGER DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 51-30-00, 51-21-01, 51-10-00, AND ECRA 5310-03680.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1361		2/28/98 CALA9800356
INSPECTION FOUND UPPER SURFACE OF WING CENTER SECTION SKIN CORRODED FORWARD OF PRESSURE PANEL AT STA 1361, RBL 43 TO 85. REPAIRED IAW SRM 51-21-01.									
5400 CALA	68044 46903	DOUG DC1010				STIFFENER	GALLED NR 3 PYLON		2/28/98 CALA9800355
INSPECTION FOUND VERTICAL STIFFENERS AT LEFT AND RIGHT SIDE OF NR 3 PYLON HAD ELONGATED HOLES AND WERE GALLED AT PAN SUPPORT RIB. THE STIFFENERS WERE REMOVED IAW SRM 51-10-1. NEW STIFFENERS WERE FABRICATED AND INSTALLED IAW SRM 51-10-00, 51-21-01, AND 51-10-1.									

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5400 CALA	68044 46903	DOUG DC1010				STIFFENER	CRACKED NR 1 PYLON	2/26/98	CALA9800337
INSPECTION FOUND A 1 INCH CRACK IN VERTICAL STIFFENER AT TOP OF NR 1 PYLON ON AFT SIDE OF YN 342.0 FORGING AT INBOARD SIDE. REPAIR WAS ACCOMPLISHED IAW SRM 54-00-01.									
5712 CALA	68044 46903	DOUG DC1010				RIB	CRACKED RT WING	2/28/98	CALA9800350
INSPECTION FOUND A 10 INCH CRACK IN RIB OF RT WING LOWER LEADING EDGE JUST OUTBOARD OF SLAT DRIVE MECHANISM. THE RIB WAS REMOVED AND A NEW RIB WAS FABRICATED AND INSTALLED IAW SRM 51-90-00.									
5720 CALA	68044 46903	DOUG DC1010				BRACKET	CORRODED RT WING	2/26/98	CALA9800341
INSPECTION FOUND CORROSION AT BRACKET ATTACHED TO RT WING TRAILING EDGE BEAM WHERE PANEL REMOVED, FORWARD OF NR 1 SPOILER OUTBOARD HINGE AREA. THE BRACKET WAS REMOVED AND REPLACED IAW SRM 51-33-01, 53-00-01, AND 51-21-01.									
5720 CALA	68044 46903	DOUG DC1010				BOLT	BROKEN RT WING	2/28/98	CALA9800351
INSPECTION FOUND BOLT BROKEN AT REAR SPAR LOWER SIDE ON REAR SPAR TO FUEL TANK ON RT WING OUTBOARD SUPPORT INBOARD AILERON. THE RT ASSEMBLY STUDS WERE REMOVED AND REPLACED AND LEAK AND OPERATIONAL CHECKS WERE GOOD IAW MM 57-41-01.									
5720 CALA	41068 47867	DOUG DC1030				DOUBLER	CRACKED WS 827	2/27/98	CALA9800348
INSPECTION FOUND A 1 INCH CRACK IN LT LOWER LEADING EDGE STRINGER DOUBLER AT STA XORS 827. REPAIRED IAW SRM 57-10-00, FIGURE 49.									
5751 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED RT AILERON	3/1/98	CALA9800357
INSPECTION FOUND RT WING INBOARD AILERON UPPER SKIN DELAMINATED AND CORRODED. THE AILERON WAS REMOVED, REPAIRED AND REINSTALLED IAW MM 27-10-01.									
5751 CALA	68044 46903	DOUG DC1010				RIB	CRACKED LT AILERON	2/26/98	CALA9800339
INSPECTION FOUND A 1 INCH CRACK IN OUTBOARD RIB OF LT OUTBOARD AILERON. THE RIB WAS REMOVED AND A NEW RIB WAS FABRICATED AND INSTALLED IAW SRM 57-51-01.									
5754 CALA	68044 46903	DOUG DC1010				RIB	CRACKED NR 1 LE SLAT	2/26/98	CALA9800338
INSPECTION FOUND A 4 CRACK IN FLANGE OF LT NR 1 SLAT OUTBOARD END RIB. THE WEB AND RIB WERE REMOVED IAW SRM 51-31-10. A NEW RIB WAS INSTALLED IAW 51-31-10 AND 51-21-01. SKIN WAS INSTALLED IAW SRM 51-01-10.									
5754 CALA	68044 46903	DOUG DC1010				VANE	DISBONDED LT LE FLAP	2/28/98	CALA9800358
INSPECTION FOUND LT WING INBOARD FLAP VANE DISBONDED ON UPPER SURFACE. THE FLAP VANE WAS REMOVED, REPAIRED, AND REINSTALLED IAW MM 57-54-00.									
5754 CALA	68044 46903	DOUG DC1010				VANE	CRACKED RT LE FLAP	3/1/98	CALA9800359
INSPECTION FOUND A 1 INCH CRACK IN RT WING INBOARD FLAP VANE AT STA XW 280. THE FLAP VANE WAS REMOVED, REPAIRED AND REINSTALLED IAW MM 27-50-01.									
7200 NWAA	147US 46756	DOUG DC1040	PWA JT9D20J			ENGINE	FAILED NR 1	2/24/98	9803411147
DURING LANDING ROLLOUT WHILE IN REVERSE THRUST, THE NR 1 ENGINE COMPRESSOR STALLED. THE AIRPORT TOWER REPORTED SMOKE FROM THE TAILPIPE OF THE NR 1 ENGINE. THE ENGINE WAS SHUT DOWN USING THE EMERGENCY COM PROCEDURE, EGT DID NOT EXCEED 700C. MAINTENANCE INSPECTED THE ENGINE AND FOUND OIL IN THE TAILPIPE. THE AIRCRAFT WAS FERRIED TO MSP WHERE THE ENGINE WAS CHANGED. EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									

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7230 NWAA	154US 46763	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		2/24/98 9803401154
AT TOP OF DESCENT FL330, THE NR 3 ENGINE COMPRESSOR STALLED. ENGINE ANTI-ICE AND FUEL HEAT WERE ON. THE EGT REACHED 870C BEFORE THE ENGINE WAS SHUT DOWN. THE ENGINE RESTARTED NORMALLY AND OPERATED WITHOUT FURTHER DIFFICULTY FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE INSPECTED THE ENGINE PER MM 71-00-00, PG 105 WITH NO DEFECTS NOTED. EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									
3230 ABXA	853AX 46037	DOUG DC861				RETRACT MECH	OUT OF ADJUST LANDING GEAR		3/2/98 ABXA9800136
AFTER TAKEOFF AND GEAR RETRACTION, VIBRATION COULD BE FELT AND HEARD FROM NOSE GEAR AREA. ALL INDICATIONS WERE GOOD. RECYCLED GEAR THREE TIMES, ON THIRD TIME, VIBRATION CEASED. REPLACED DOOR BUMPERS, AND PERFORMED ADJUST/TEST IAW DC8 MM 32-20-00, NO DEFECTS NOTED.									
3244 DHLA	807DH 45990	DOUG DC873F				TIRE 26014112	FAILED MLG		2/26/98 DHL98807002
NR 4 MAIN BLOWN ON TAXI IN. REMOVED AND REPLACED MAIN WHEEL ASSY.									
5230 RRXA	795FT 46103	DOUG DC873F				VENT DOOR	OUT OF ADJUST CARGO DOOR		2/25/98 RRXA98022
AT FL29000 MAIN CARGO VENT DOOR LIGHT ILLUMINATED. CABIN LOST PRESSURE AND EMERGENCY DESCENT WAS INITIATED. ADJ DOOR LIMIT SWITCH, CAM LATCH ROD ASSY AND OPS CHECK VENT DOOR IAW MM 52-30-00, DC 8 VENT DOOR MANUAL. INSPECTED ALL FITTINGS AND ATTACHMENTS, NO DEFECTS NOTED.									
5311 ABXA	846AX 46158	DOUG DC861			DOUG	FRAME 56100883	CRACKED FUSELAGE		1/26/98 ABXA9800117
FRAME 80 INBOARD FLANGE CRACKED AT LONGERON 8L. REPAIRED IAW DC8 SRM 51-1-8.									
5312 IPXA	752UP 45952	DOUG DC871F				BULKHEAD ANGLE 561306481	CORRODED BS 70		2/10/98 UPS98825892
INSPECTION TYPE:C AFT SIDE OF F/S 70 O/B OF 33R LOWER BULKHEAD L ANGLE HAS HEAVY CORROSION AROUND BOLT AND BETWEEN IT AND LONGERON FITTING. REMOVED DAMAGE, FABRICATED AND INSTALLED REPAIR CHORD IAW SRM 53-2-5 51-1-20D, AND DWG 5613064.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CRACKED BS 1260-1280		1/23/98 UPS98825889
INSPECTION TYPE:D/CK AFT 6 PIT STA 1260-1280 LONGERON 34 LEFT CRACKED. REMOVED CRACKED LONGERON 34 LEFT STA 1260-1350 IAW DC8 SRM 51 1 20D. DRILLED NEW LONGERON IAW DC8 SRM 51 1 20D. INSTALLED NEW LONGERON I9AW DC8 SRM 51 1 20D NAD 51 3 0.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	SPLICE 47505211N	CRACKED BS 690		1/26/98 ABXA9800116
LONGERON NR 1 SPLICE FITTING CRACKED AT STA 690. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 280		1/24/98 UPS98825890
INSPECTION TYPE:D/CK BATH TUB CORRODED FS 280 L 28 TO 29R. REMOVED FITTING FABBED SPLICES FOR NEW FITTING IAW DC8 SRM 53 2 0 FIG 2D. INSTALLED NEW FITTING WITH SPLICES IAW DC8 SRM 53 2 0 FIG 2 D AND 51 1 20D.									
5320 RRXA	8177U 45983	DOUG DC871F				DOUBLER 5975549451	CORROSION BS 1160		1/26/98 RRXA98031
DURING A MAINTENANCE VISIT, FOUND CORROSION DAMAGE AFTER BLEND-OUT PROCEDURES WAS PERFORMED TO DOUBLER (P/N 9754945-1) AT STA 1160 AND LONGERON 33 RIGHT BEYOND LIMITATIONS IAW DC-8 SRM. REMOVED ALL CORROSION AND TREATED AREA IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04211.									

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5320 RRXA	8177U 45983	DOUG DC871F				FITTING 5711283505	DAMAGED CARGO COMPT		1/24/98 RRXA98024
DURING A MAINTENANCE VISIT, FOUND CARGO COMPARTMENT NET FITTING DAMAGED BEYOND LIMITATIONS IAW DC-8 SRM. FABRICATED NEW FITTING BY MATERIAL SUBSTITUTION AND INSTALLED IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04168.									
5330 RRXA	8177U 45983	DOUG DC871F				SKIN 9794011	CORRODED BS 220		1/27/98 RRXA98033
DURING A MAINTENANCE VISIT, FOUND EXTERIOR FUSELAGE SKIN AND DOUBLER AND REPAIR CORRODED BEYOND LIMITATIONS IAW AT STA 220 AND LONGERON 36. REMOVED ALL CORROSION FROM AREA AND TREATED AREA IAW DC-8 SRM 51-1-8. REMOVED DAMAGED SECTIONS, FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLERS TO DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04218.									
5330 RRXA	8177U 45983	DOUG DC871F				SKIN	CORROSION BS 39		11/18/97 RRXA98044
DURING A MAINTENANCE VISIT, FOUND CORROSION DAMAGE TO EXTERIOR FUSELAGE SKIN/PLATING BEYOND LIMITATIONS IAW DC-8 SRM AT, STA 39 AND LONGERON 33 RIGHT. REMOVED ALL CORROSION DAMGE AND TREATED AREA IAW DC-8 SRM 51-1-8. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER IAW FAA APPROVED DER COTNEY ENGINEERING SKETCH D53-R01.									
5347 IPXA	752UP 45952	DOUG DC871F				SEAT TRACK	CORRODED BS 260		2/10/98 UPS98825893
INSPECTION TYPE:C F/S 260 RBL 48 - SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM ADDM DC8-5320-8309.									
5347 IPXA	752UP 45952	DOUG DC871F				SEAT TRACK	CORRODED BS 1207		2/10/98 UPS98825894
INSPECTION TYPE:C F/S 1207 LBL 59, SEAT TRACK HAS HEAVY CORROSION. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM 53-7-2.									
5512 RRXA	8177U 45983	DOUG DC871F				PANEL 656174759	CORROSION LT HOR STAB TE		1/24/98 RRXA98028
DURING A MAINTENANCE VISIT, FOUND LEFT SIDE HORIZONTAL STAB UPPER TE PANEL CORRODED BEYOND LIMITATIONS IAW DC-8 SRM. FABRICATED AND INSTALLED FILLER AND DOUBLER REPAIR IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04197.									
5711 RRXA	8177U 45983	DOUG DC871F				SPAR CAP 56536622	CRACKED RT TE FLAP		1/27/98 RRXA98032
DURING A MAINTENANCE VISIT, FOUND RIGHT WING INBD TE FLAP, UPPER SPAR CAP CRACKED AT THE INBD GSE ATTACHMENT POINTS. FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04214.									
5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 57694684	CRACKED WS 585		1/26/98 ABXA9800114
RIGHT WING LEADING EDGE, OUTBOARD OF NR 4 PYLON INBOARD LWR RIB CRACKED AT XFS 585. REPAIRED IAW DC8 SRM 57-2-0.									
5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 5769469	CRACKED WS 192		1/26/98 ABXA9800121
RIGHT WING LEADING EDGE, INBOARD OF NR 3 PYLON, LEADING EDGE PANEL, UPPER RIB CRACKED AT STA XFS 192. REPAIRED IAW DC8 SRM 51-1-20D AND ABX DWG K0-5056-7007.									
5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 576947135	CRACKED WS 741.25		1/26/98 ABXA9800120
LEFT WING LEADING EDGE RIB, STA XFS 741.25 CRACKED AT UPPER END. REPAIRED IAW DWG K05056-7008 AND DC8 SRM 51-18 AND 51-1-20D.									
5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 576958981	CRACKED WS 6225		1/26/98 ABXA9800123
LT WING L/E RIB AT STA XOLDI 6225, ABOVE THE PNEUMATIC DUCT IS CRACKED, APPROXIMATELY 2.75. REPAIRED IAW DC8 SRM 57-2-0.									

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5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 576947140	CRACKED WS 497.491		1/26/98 ABXA9800115
RIGHT WING LEADING EDGE RIB AT STA XS 497.491 IS CRACKED AT AFT UPPER END. REPAIRED IAW DC8 SRM 57-2-0.									
5720 ABXA	846AX 46158	DOUG DC861			DOUG	BRACKET 36436363	CRACKED WS 63		1/26/98 ABXA9800118
LEFT WING SPAR AREA AT STA XFS 63 HAS CRACKED BRACKET. REPAIRED IAW DC8 SRM 51-1-20D AND DWG 3643636.									
5720 ABXA	846AX 46158	DOUG DC861			DOUG	ANGLE 576951521	CRACKED LT WING		1/26/98 ABXA9800119
LEFT WING OUTBOARD OF NR 2 PYLON UPPER STIFFENER ANGLE IS CRACKED. REPAIRED IAW DC8 SRM 57-2-0.									
5720 ABXA	846AX 46158	DOUG DC861			DOUG	INTERCOSTAL 576985937	CRACKED LT WING		1/26/98 ABXA9800122
LEADING EDGE STUB WING INBOARD, UPPER INTERCOSTAL CRACKED. REPAIRED IAW DC8 SRM 51-1-20D AND DWG 5769859-37.									
5720 RRXA	8177U 45983	DOUG DC871F				DOUBLER 5769933402	CHAFED RT WING LE		1/27/98 RRXA98030
DURING A MAINTENANCE VISIT, FOUND RIGHT WING OUTBD LEADING EDGE SLOT BULLNOSE SKIN CHAFED ON OUTBD EDGE. SKIN WORN THRU AND INTO THE DOUBLER AT THE OUTBD ATTACHING POINTS. REMOVED CHAFED DAMAGED DOUBLER, FABRICATED AND INSTALLED NEW DOUBLER IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04207.									
5720 RRXA	8177U 45983	DOUG DC871F				DOUBLER	MISDRILLED WS 69.5		1/22/98 RRXA98026
DURING A MAINTENANCE VISIT, PERFORMED INSPECTION PROCEDURES IAW SB 57-38 ON RIGHT WING AT STA 69.5. FOUND (3) MISDRILLED RIVET HOLES IN DOUBLER AND TRIPLER. REPAIRED RIVET HOLES BY OVERSIZED AND BUSHINGS INSTALLED IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04184.									
5730 RRXA	8177U 45983	DOUG DC871F				SKIN	CRACKED WS 69.5		1/13/98 RRXA98023
DURING A MAINTENANCE VISIT, PERFORMED INSPECTION PROCEDURES IAW DC-8 (SB 57-88). RIGHT WING LOWER SURFACE AT STA 69.5 FOUND RIVET HOLES 1, 2, 3, 4, 5, B, D AND E HAD CRACKS BEYOND LIMITATIONS IAW (BAC). REWORK HOLES AND REPAIRED BY DOUBLER REPAIR IAW SB 57-88 AND FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04123.									
5742 RRXA	8177U 45983	DOUG DC871F				BOLT NAS4205	MISSING NR 2 PLYON		1/24/98 RRXA98027
DURING A MAINTENANCE VISIT, FOUND NR 2 PLYON SKATE ANGLE MISSING BOLT AT XW=253, 20 INCHES AFT OF FRONT SPAR. REPLACED BOLT BY INSTALLING FASTENER (NAS4205) BY MATERAIL SUBSTITUTION IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04195.									
5753 RRXA	8177U 45983	DOUG DC871F				FITTING 2647279501	MISDRILLED FLAP LINK SUPT		1/26/98 RRXA98029
DURING A MAINTENANCE VISIT, REMOVED FLAP LINK SUPPORT ASSY (P/N 2647279-501) FOR REPLACEMENT. NEW FLAP LINK SUPPORT ASSY (P/N 2647279-501) WAS RECEIVED WITH ONE HOLE LOCATION OVERSIZE BY APPROX 0.006. ALTHOUGH THE AMOUNT OF THE OVERSIZE IS NEGLIGIBLE, STRUCTURALLY IT CAUSED THE BUSHING TO HAVE A CLEARANCE FIT INSTEAD OF INTERFERENCE FIT, IAW FAA APPROVED DER TIMCO ENGINEERING SKETCH REO-04201.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 6 TE FLAP		2/11/98 DHL98806109
AT C-CHECK, NR 6 FLAP VANE HAS DELAMINATION. REMOVED AND SENT FOR REPAIR AND REINSTALLED PER MM 27-60-0.									

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2130 NWAA	8957E 47215	DOUG DC931				AMPLIFIER	MALFUNCTIONED CABIN		2/28/98 9803459991
AUTO PRESSURIZATION SYSTEM FAILED AFTER TAKEOFF. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED CABIN PRESSURE AMPLIFIER AND DIFFERENTIAL PRESSURE SENSOR, OPERATIONAL CHECK NORMAL.									
2320 TWAA	EIBWD 49575	DOUG DC983				PRINTER TP4080X32128	FAILED COCKPIT		2/12/98 TWAA9802301
STL - FLT 612 - DURING CRUISE, RECEIVED ELECTRICAL SHOCK FROM ACARS PRINTER WHEN TOUCHED. RECONNECTED CANNON PLUG ON ACARS PRINTER, MFG PN TP4080X32128. OP-16 11-24-97 MCI. (X)									
2410 NWAA	8960E 45869	DOUG DC931				CSD	LOW OIL LT ENGINE		3/1/98 9803449992
LEFT CSD OIL PRESSURE LOW LIGHT ILLUMINATED DURING TAKEOFF ROLL. TAKEOFF WAS ABORTED AT 70 KNOTS. MAINTENANCE FOUND CSD LOW ON OIL. RESERVICED AND REPLACED OIL FILTER.									
2560 MWEA	900ME 45841	DOUG DC915				SLIDE 113313	DEPLOYED PAX DOOR		2/27/98 MWEA98273
THE FORWARD ENTRANCE DOOR SLIDE FELL OUT OF DOOR WHEN OPENED. MTC INSTALLED FORWARD ENTRANCE DOOR SLIDE.									
2565 NWAA	925US 47472	DOUG DC932				SLIDE 13621228	LOW PRESSURE TAIL CONE	50471 2089	2/27/98 9803469925
DURING LINE MAINTENANCE INSPECTION, FOUND TAILCONE EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED SLIDE, CHECKED OK.									
2740 CALA	16884 48074	DOUG DC981				WIRES	BURNED HORIZ STAB		2/24/98 CALA9800330
THE AIRCRAFT WAS RETURNED TO IAH WHEN THE PRIMARY TRIM BECAME INOPERATIVE. THE AIRCRAFT LANDED AT IAH WITHOUT INCIDENT. MAINTENANCE OPENED DOGHOUSE ON VERTICAL STABILIZER AND FOUND WIRE BUNDLES BURNED. NEW WIRES WERE SPLICED IN TO PLUG P10-399 FOR PRIMARY TRIM MOTOR IAW MM 27-41-01 AND STANDARD PRACTICES 20-50-01. THE WIRING IN THE AREA WAS INSPECTED AND WRAPPED IAW STANDARD PRACTICES. THE PRIMARY TRIM MOTOR WAS REMOVED AND REPLACED IAW MM 27-40-01. WIRING CLEARANCE AND OPERATION CHECKED GOOD.									
2780 NWAA	750NW 47114	DOUG DC941				VALVE 59268805501	MALFUNCTIONED TE SLATS	41262 2414	2/23/98 9803309760
SLAT DISAGREEMENT AND BLUE EXTEND LIGHTS REMAINED ON AFTER SLATS WERE RETRACTED. FLAP/SLAT HANDLE WAS DIFFICULT TO MOVE FROM ZERO TO RETRACT POSITION. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED SLAT CONTROL VALVE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
2810 NWAA	604NW 47222	DOUG DC932				VENT VALVE	STUCK RIGHT		2/27/98 9803429604
RIGHT FUEL QUANTITY INDICATOR DROPPED IN EXCESS OF NORMAL FUEL BURN AFTER TAKEOFF. FLIGHT WAS RETURNED TO OKC AND LANDED WITHOUT INCIDENT. MAINTENANCE VERIFIED STICK READINGS WITH FUEL QUANTITY INDICATORS. NO DISCREPANCIES WERE NOTED. IT IS SUSPECTED THAT THE RIGHT FUEL CLIMB VENT VALVE WAS STUCK OPEN DURING CLIMB. AIRCRAFT WAS REFUELED TO PROPER LEVELS AND RETURNED TO SERVICE.									
3210 VJ6A	937VV 45774	DOUG DC932				FITTING	ELONGATED LT MLG		2/25/98 VJ9800029
OUTBOARD LOWER MAIN BOLT HOLE ELONGATED ON LEFT HAND MAIN LANDING GEAR, FOUND DURING COMPLIANCE INSPECTION OF AD 96-01-05 PER EO 12-5740-29-B1049 INSPECTION REQUIREMENT. REWORKED OUTBOARD LOWER MAIN LANDING GEAR FITTING IAW EO 12-5740-29-C1397 AND AERCORP EO 98-799.									
3222 CALA	92874 49122	DOUG DC982				O-RING	LEAKING NLG STRUT		3/2/98 CALA9800360
THE NLG RED UNSAFE LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. MAINTENANCE FOUND THE NLG STRUT SCHRADER VALVE LEAKING. THE O-RING WAS REPLACED. THE NLG STRUT WAS SERVICED WITH NITROGEN AND A DIP WAS ISSUED FOR FULL SERVICE AT NEXT RON MAINTENANCE.									

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3231 NWAA	915RW 47139	DOUG DC931				TORQUE TUBE	FAILED LT MLG DOOR		2/24/98 9803359957
ON APPROACH INTO CLE, LANDING GEAR DOOR OPEN LIGHT REMAINED ON AFTER GEAR EXTENSION. CREW PERFORMED EMERGENCY GEAR EXTENSION PROCEDURES AND AIRCRAFT LANDED WITHOUT INCIDENT. DAMAGE TO THE LEFT INBOARD DOOR WAS INCURRED ON LANDING. MAINTENANCE FOUND LEFT MAIN GEAR DOOR TORQUE TUBE SEQUENCE ROD ATTACH FITTING RIVET FAILED. REPLACED TORQUE TUBE, LEFT DOOR ASSEMBLY, AND RIGHT DOOR BUMPER SKID PLATE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
3260 NWAA	8912E 45829	DOUG DC914				RETRACT MECH	LACK OF LUBE NLG		2/25/98 9803339153
DURING CLIMB-OUT, THE FLIGHT CREW HEARD A POPPING SOUND FROM THE NOSE LANDING GEAR AREA. THE CAPTAIN RECYCLED THE LANDING GEAR AND FOLLOWED COM PROCEDURES. AFTER RECYCLING, THE RIGHT MAIN LANDING GEAR RED ANNUNCIATOR LIGHT REMAINED ILLUMINATED. THE FLIGHT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED AND LUBRICATED THE NOSE LANDING GEAR AND REPLACED THE RIGHT MAIN LANDING GEAR UPLOCK ASSEMBLY AND ROLLOVER TORQUE TUBE. OPERATIONAL CHECK OK.									
3260 NWAA	751NW 47115	DOUG DC941				CABLE	OUT OF ADJUST NLG		2/23/98 9803279751
DURING CLIMB-OUT, THE AUTO SPOILER DO NOT USE INDICATION ILLUMINATED AND THE AUTOMATIC PRESSURIZATION CONTROL BECAME INOPERATIVE AFTER LANDING GEAR RETRACTION. THE FLIGHT CREW FOLLOWED GROUND SHIFT FAILRUE PROCEDURES IN COM. DIVERTED TO ORD AND LANDED WITHOUT INCIDENT. MAINTENANCE RIGGED THE GROUND SHIFT CABLES. OPERATIONAL CHECK OK.									
3350 NWAA	9348 45787	DOUG DC915				WIRING	MISWIRED CABIN		2/24/98 9803299138
DURING PREFLIGHT, THE EMERGENCY EXIT LIGHTS CHARGING CIRCUIT BREAKER WAS FOUND TO BE POPPED. MAINTENANCE CORRECTED MIS-WIRING AT ATTENDANT'S EMERGENCY EXIT LIGHT SWITCH AND REPLACED THE RIGHT NACELLE EMERGENCY BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	93S 47078	DOUG DC915				BATTERY PACK	DISCHARGED CABIN		2/28/98 9803479103
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT FLOOR PROXIMITY EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	952N 47073	DOUG DC931				POWER SUPPLY 9661126	INOPERATIVE CABIN		2/27/98 9803509925
FORWARD CABIN FLOOR PROXIMITY EMERGENCY LIGHTS WOULD NOT SHUT OFF IN FLIGHT. REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	90S 47244	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		2/25/98 9803349931
DURING PERIODIC CHECK, FOUND RIGHT AND LEFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED THE POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	9343 47439	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/28/98 9803519979
DURING PERIODIC CHECK, FOUND LEFT AND RIGHT AFT OVERWING EMERGENCY EXIT SIGNS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 TWAA	986Z 47589	DOUG DC931				BATTERIES 14597101	DISCHARGED CABIN		2/15/98 TWAA9802401
STL - DURING MAINTENANCE CHECK, FOUND EMERGENCY EXIT LIGHTS OUT AT ROW 16 RT AND LT SIDES. REPLACED BATTERIES IN POWER PACK. CHECK-C 5-9-97 STL. (X)									
3350 GTIA	941ML 47131	DOUG DC932				BATTERY PACK 0611777	DISCHARGED CABIN		1/23/98 GTIA9800018
FOUND ON 'A' CHECK, LEFT EMERGENCY OVERWING EVACUATION LIGHT INOP. REMOVED AND REPLACED BATTERY PACK AS REQUIRED IAW DC-9 MM CHAPTER 33-53-0, OPS CHECKED NORMAL. (M)									

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3350 VJ6A	919VV 47260	DOUG DC932				BATTERY 41B004AD073	DISCHARGED CABIN		2/28/98 VJ9800028
FORWARD EMERGENCY EXIT LIGHT INOP. REPLACED BATTERY IAW MM 33-60.									
3350 NWAA	949N 47566	DOUG DC932				WIRING	BROKEN CABIN		2/26/98 9803389916
DURING LINE MAINTENANCE INSPECTION, FOUND CATWALK EMERGENCY LIGHTS INOPERATIVE. REPAIRED BROKEN WIRING IN WIRE BUNDLE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	751NW 47115	DOUG DC941				WIRING	LOOSE CABIN		2/27/98 9803529751
DURING LINE MAINTENANCE INSPECTION, FOUND MID CABIN OVERHEAD EMERGENCY LIGHT INOPERATIVE. TIGHTENED LOOSE WIRE AT BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	772NC 47774	DOUG DC951				WIRE	DISCONNECTED CABIN		2/25/98 9803319863
DURING LINE CHECK, FOUND EMERGENCY LIGHTS DIM. MAINTENANCE ACCOMPLISHED EA 98-0911488. OPERATIONAL CHECK OK.									
3350 NWAA	784NC 48109	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		2/27/98 9803499875
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS AT ROWS 1, 2, 3, AND 5 INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	787NC 48149	DOUG DC951				LIGHT	INOPERATIVE CABIN		2/24/98 9803289878
DURING FLIGHT, FOUND SEAT 6D PROXIMITY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. OPERATIONAL CHECK OK.									
3350 NWAA	301RC 48054	DOUG DC982				CONNECTOR	CONTAMINATED CABIN		3/1/98 9803489301
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN FLOOR PROXIMITY EMERGENCY LIGHTS INOPERATIVE. CLEANED CANNON PLUG TO 8-24 BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 TWAA	902TW 49153	DOUG DC982				BATTERY PACK 57761	DISCHARGED CABIN		2/11/98 TWAA9802202
STL - FLT 30 - THE EGRESS LIGHTING CAME ON IN-FLIGHT BETWEEN ROWS 15 AND 21. REPLACED BATTERY PACK. CHECK-C ON 1-25-98 STL. (X)									
3350 AALA	463AA 49593	DOUG DC982				LIGHT	DEFECTIVE CABIN		1/31/98 AALA980236
DFW - DURING OVERNIGHT MAINTENANCE, FORWARD EMERGENCY EXIT LIGHTS WERE FOUND INOPERATIVE. REPLACED FORWARD EMERGENCY EXIT LIGHT IN FIRST CLASS CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	498AA 49736	DOUG DC982				CONNECTOR	LOOSE CABIN		1/30/98 AALA980235
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS IN MID-CABIN WERE FOUND INOPERATIVE. RECONNECTED LOOSE EMERGENCY FLOOR PATH LIGHTING CONNECTOR AT MID-CABIN. SYSTEM GOUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	7506 49800	DOUG DC982				LIGHT	LOOSE CABIN		2/16/98 AALA980313
ORD - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHT INOPERATIVE AT ROW 9. RE-SECURED EMERGENCY EXIT LIGHT STRIP AT ROW 9. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

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3350 ORJA	824RA 53017	DOUG DC982				POWER SUPPLY 6011779	INOPERATIVE CABIN		1/24/98 ORJA9813
FORWARD LEFT EMERGENCY EXIT WINDOW EMERGENCY LIGHTS OUT AND SEATS 14D, 15D, AND 16D. REMOVED AND REPLACED EMERGENCY EXIT LIGHT POWER SUPPLY AT FORWARD LEFT EMERGENCY EXIT WINDOW. OPS CHECK GOOD. (M)									
3350 AALA	582AA 53159	DOUG DC982				LIGHT	LOOSE CABIN		2/16/98 AALA980314
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY EXIT LIGHT INOPERATIVE AT ROW 10. RE-SECURED EMERGENCY EXIT LIGHT STRIP AT ROW 10. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERIES 59306431	DISCHARGED CABIN		1/15/98 ORJA9806
OVERWING EXIT EMERGENCY LIGHT AT ROW 21 A, C INOP. REMOVED AND REPLACED BATTERIES, OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERY PACK 60030451	DISCHARGED CABIN		1/14/98 ORJA9807
EMERGENCY LIGHTS ON CEILING ROWS 18-22 INOP. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK AS REQUIRED. OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERIES EM1267	DISCHARGED CABIN		1/22/98 ORJA9812
EMERGENCY LIGHT 24, 23, 22 AND 21 WILL NOT TEST WHEN ON. USED SPARE BATTERIES, OPS CHECK OK. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERY CHARGER PPSIB	INOPERATIVE CABIN		1/22/98 ORJA9811
EMERGENCY SEAT TRACK LIGHTING AND LEFT FWD WING EXIT SIGN CAME ON IN FLT WOULD NOT EXTINGUISHED. INSTALLED NEW CONNECTOR AT ROW 21 A/C AND REMOVED AND REPLACED EMERGENCY BATTERY CHARGER SYSTEMS. OPS CHECK GOOD. (M)									
3350 TWAA	9403W 53139	DOUG DC983				LAMP 7732	FAILED CABIN		2/14/98 TWAA9802403
STL - DURING MAINTENANCE CHECK, FOUND EGRESS LIGHTS BURNED OUT AT ROWS 1, 4, 5, 22, 25, 28, AND 30. REPLACED LAMPS. CHECK-C 11-6-97 LAX. (X)									
3421 TWAA	925TW 49357	DOUG DC982				GYRO 2587335113	WORN NR 1		1/26/98 TWAA9801406
STL - FLT 455 - STARTING DESCENT INTO OMA, BOTH FLIGHT DIRECTORS FAILED. RETURNED TO FLIGHT ORIGATION STATION, STL. REPLACED NR 1 VERTICAL GYRO. CHECK-C, 8-17-97 BFM. (X)									
3422 TWAA	928TW 48012	DOUG DC982				GYRO 2587335113	FAILED NR 1		1/31/98 TWAA9801602
MCI - FLT 347 - ABORTED TAKEOFF, CAPTAIN'S ATTITUDE INDICATOR FAILED. REPLACED INDICATOR AND DIMMER CONTROL. ABORTED TAKEOFF SECOND TIME WITH CAPTAIN'S ATTITUDE INDICATOR FAILED. CHECKED ATTITUDE INDICATOR WIRING CONTINUITY, AND REPLACED NR 1 VG AND NR 1 SYMBOL GEN. CHECK-C ON 1-23-98 MCI.									
3520 ORJA	871RA 49788	DOUG DC983				OXYGEN MASKS	MALFUNCTIONED CABIN		2/11/98 ORJA9824
AT LEVEL FLIGHT FL 310, CABIN PRESSURE ALT AT 6,500. F/A NOTIFIED ALL OXYGEN MASKS HAD DROPPED. PASSENGERS ADVISED NOT TO PULL MASKS. CHECKEDF OR GENERATOR ACTIVATION. RESET DOORS, PERFORMED OXYGEN MASK EJECT SWITCH CHECK PER MM 35-20-00. OPS CHECK NORMAL. (X)									
3610 USAA	929VJ 48118	DOUG DC931				DUCT 59586971	RUPTURED RT ENGINE		2/11/98 USAAD98024
LGA - FLT 1470 - AT APPROXIMATELY V1, THE RIGHT ENGINE EPR DROPPED FROM 2.00 TO 1.70. AT ROTATION, GOT FIRE INDICATION BELL AND LIGHTS. AFTER REDUCING THROTTLE, THE FIRE INDICATION WENT OUT. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE HIGH PRESSURE PNEUMATIC SUPPLY DUCT. (X)									

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3820 GTIA	969ML 47268	DOUG DC931				WATER HEATER 5707638511	FAILED LAVATORY		1/23/98 GTIA9800019
SMOKE NOTED IN LAVATORY, AIRCRAFT RIGHT. DISCOVERED SMOLDERING INSULATING MATERIAL IN TAIL COMPARTMENT. FOUND LAV WATER HEATER INTERNAL LEAK AND SHORTED, DEFERRED PER MEL 25-12 DMI NR 492. PLACARDS INSTALLED. REMOVED AND REPLACED RIGHT LAV. WATER HEATER IAW DC-9 MM CHAPTER 38-11-4. OPERATIONAL CHECK GOOD NO LEAKS NOTED. (M)									
5230 USAA	923VJ 48143	DOUG DC931				SKIN	CRACKED CARGO DOOR	39910	2/10/98 USAA980057
PIT - DURING C-2 CHECK, FOUND .1250 INCH CRACK AT DOOR SKIN AT RIVET IN SECOND BEAM FROM BOTTOM. REMOVED CRACKED AREA AND INSTALLED DOUBLER PER SRM 52-05 FIG 3. (X)									
5230 USAA	923VJ 48143	DOUG DC931				PAN	CRACKED CARGO DOOR	39910	2/10/98 USAA980056
PIT - DURING C-2 CHECK, FOUND .20 INCH CRACK AT RADIUS OF INNER PAN LOWER AFT CORNER BELOW BAYONET. STOP DRILLED AND INSTALLED DOUBLER PER SRM 52-05 FIG 26A. (X)									
5230 VJ6A	906VJ 47379	DOUG DC932				DOOR 59101571	CRACKED CARGO COMPT		12/16/97 VJ9800020
DURING C CHECK, FOUND LOWER AFT CARGO DOOR SEAT AREA HAS 1 CRACKED AND 5 DOMED BLIND FASTENERS. FABRICATED AND INSTALLED STRAP REPAIR, REDRILLED HOLES AND INSTALLED 5 NEW BLIND FASTENERS IAW DC9 SRM 51-10-3 AND EA 12-5200-29-C1394.									
5240 CALA	17812 49250	DOUG DC982				BEAM	CRACKED SERVICE DOOR		2/26/98 CALA9800335
INSPECTION FOUND A 1.5 CRACK IN FORWARD END OF FORWARD SERVICE DOOR NR 4 BEAM. THE BEAM WAS REPLACED IAW SRM 51-30-2.									
5241 MWEA	212ME 47701	DOUG DC932				BEAM 5910081	CRACKED GALLEY DOOR		2/24/98 MWEA98207
GALLEY SERVICE DOOR NR 4 HORIZONTAL BEAM FOUND CRACKED AT FWD END ADJACENT TO OUTER SKIN. STOP DRILLED CRACK FAB REPAIR ANGLE IAW SRM 5205 FIG 25. INSTALLED REPAIR ANGLE IAW SRM 5130.									
5241 MWEA	212ME 47701	DOUG DC932				WEB	CRACKED GALLEY DOOR		2/24/98 MWEA98208
GALLEY DOOR INNER WEB WAS FOUND CRACKED BELOW THE BAYONET. REMOVED DAMAGED SECTION FABRICATED DOUBLER IAW SRM 520. INSTALLED DOUBLER IAW SRM 5130.									
5241 MWEA	212ME 47701	DOUG DC932				ANGLE	CRACKED GALLEY DOOR		2/24/98 MWEA98210
GALLEY SERVICE DOOR A DOUBLER ANGLE ON THE AFT END OF NR 1 HORIZONTAL BEAM WAS FOUND CRACKED. REMOVED CRACKED ANGLE AND FAB. REPLACEMENT ANGLE IAW SRM 5301. INSTALLED FAB ANGLE IAW SRM 5130.									
5311 ABXA	988AX 47084	DOUG DC932			DOUG	FRAME 995823859	CRACKED BS 980		2/25/98 ABXA9800133
DURING C-CHECK, FOUND FRAME CRACKED AT LONGERON 17R AND STATION 980. REPAIRED FRAME IAW DC9 SRM 53-03.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 9511841	CORRODED BS 1089		2/27/98 MWEA98242
THE STATION 1089 CANTED FRAME FOUND WITH A CORRODED WEB AT LONGERON 12L. BLENDED CORROSION OUT OF LIMITS, FABRICATED REPAIR FILLER AND DOUBLER, INSTALLED REPAIR.									

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5311 MWEA	212ME 47701	DOUG DC932				FRAME 2777930	CORRODED BS 351		3/2/98 MWEA98270
THE FRAME AT FS 351 WAS FOUND TO HAVE CORROSION BETWEEN LONGERON 28L TO 28R. CORROSION WAS BLENDED BEYOND LIMITS. REMOVED AND REPLACED SECTION OF FRAME.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 2777930	CORRODED BS 598		3/2/98 MWEA98272
DURING D-CHECK, THE FRAME AT FS 598 HAS CORROSION BETWEEN LONGERON 28L AND 29R. CORROSION BLEND OUTS BEYOND LIMITS. FABRICATED AND INSTALLED REPAIR DOUBLERS.									
5311 MWEA	212ME 47701	DOUG DC932				SPLICE 3913291	CORRODED BS 408-472		3/2/98 MWEA98266
LONGERON SPLICES AT FRAME STATION 408 AND 427 FOR LONGERON 30 WERE FOUND CORRODED. REMOVED AND REPLACED SPLICES.									
5312 ABXA	938AX 47009	DOUG DC931			DOUG	BULKHEAD ANGLE 39164181	CORRODED BS 690		2/25/98 ABXA9800127
DURING C-CHECK, FOUND THE SLANT PANEL ANGLE STATION 690 AND LBL 8 CORRODED. REPAIRED ANGLE IAW ABX REA D953-22465-MR.									
5312 VJ6A	906VJ 47379	DOUG DC932				BULKHEAD ANGLE 5910163263	CORRODED AFT CARGO AREA		10/22/97 VJ9800018
DURING C CHECK, FOUND CORROSION ALONG AFT PRESSURE BULKHEAD LOWER ATTACH ANGLE BL20 LT TO BL20 RT, AFT PIT. REMOVED LOWER T-CAP FROM BL20 LT TO BL20 RT, DRILLED NEW SECTION OF CAP, FABRICATED SPLICE DOUBLERS AND INSTALLED IAW DC9 SRM 53-04, FIG 9 , AND DAC FAX FILE MSG C234 AND REA 97851.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 2777922	CORRODED BS 1121		2/27/98 MWEA98247
THE LONGERON 10R STIFFENER ON THE AFT SIDE OF THE STA 1121 CANTED FRAME WAS FOUND CORRODED. REMOVED AND REPLACED STIFFENER.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 2777922	CORRODED BS 1121		2/27/98 MWEA98248
THE STIFFENER ON LONGERON 14R CANTED BULKHEAD 1121 WAS FOUND CORRODED. REMOVED AND REPLACED STIFFENER.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 2777922	CORRODED BS 1121		2/27/98 MWEA98244
THE 1121 CANTED BULKHEAD STIFFENER AT LONGERON 12L WAS FOUND EXFOLIATED. REMOVED AND REPLACED STIFFENER.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 9911839	CORRODED BS 1121		2/27/98 MWEA98245
THE 1121 CANTED BULKHEAD LONGERON 14L STIFFENER WAS FOUND CORRODED. REMOVED AND REPLACED STIFFENER.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 2777922	CORRODED BS 1121		2/27/98 MWEA98246
THE 1121 CANTED BULKHEAD LONGERON 13L STIFFENER WAS FOUND CORRODED. REMOVED AND REPLACED STIFFENER.									
5312 MWEA	212ME 47701	DOUG DC932				BULKHEAD DOUBLER 9911841	CORRODED BS 1089		2/27/98 MWEA98243
DOUBLER ON CANTED BULKHEAD 1089 LONGERON 11R WAS FOUND CORRODED. REMOVED AND REPLACED DOUBLER.									
5312 MWEA	207ME 47794	DOUG DC932				BULKHEAD TEE	CORROSION AFT BULKHEAD		3/2/98 MWEA98275
THE AFT PRESSURE BULKHEAD VENTRAL DOOR JAMB LOWER RT HORIZONTAL TEE HAS CORROSION. MTC FABRICATED REPLACEMENT TEE.									

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5312 MWEA	207ME 47794	DOUG DC932				BULKHEAD CLIP	CORRODED AFT BULKHEAD	3/2/98	MWEA98274
THE AFT PRESSURE BULKHEAD VENTRAL DOOR JAMB LOWER RT TEE ANGLE ABOVE GUSSETT AND RT TEE CLIP INBOARD OF GUSSET AROUND FASTENERS HAS CORROSION. MTC REMOVED CORROSION.									
5313 ABXA	988AX 47084	DOUG DC932			DOUG	LONGERON 591140911	CRACKED BS 237	2/25/98	ABXA9800128
DURING C-CHECK, FOUND LONGERON 17R CRACKED AT STATION 237. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	988AX 47084	DOUG DC932			DOUG	LONGERON 59114279	CRACKED BS 965	2/25/98	ABXA9800130
DURING C-CHECK, FOUND LONGERON 17R CRACKED AT STATION 965. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	988AX 47084	DOUG DC932			DOUG	LONGERON 59114277	CRACKED BS 965	2/25/98	ABXA9800131
DURING C-CHECK, FOUND LONGERON 16R CRACKED AT STATION 965. REPAIRED CRACKED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	988AX 47084	DOUG DC932			DOUG	LONGERON 59364369	CRACKED BS 965	2/25/98	ABXA9800132
DURING C-CHECK, FOUND LONGERON 13R CRACKED AT STATION 965. REPAIRED FRAME IAW DC9 SRM 53-02.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777922	CORRODED BS 945-996	2/24/98	MWEA98202
CORROSION FOUND ON LONGERON 28R FROM FS 945 TO 996. DAMAGE SEC OF LONGERON REMOVED, A REPLACEMENT SECTION OF LONGERON WAS FABRICATED IAW SRM 5311. INSTALLED SECTION OF LONGERON IAW SRM 5130.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777922	CORRODED BS 996	2/24/98	MWEA98205
LONGERON 20L FOUND CORRODED BY THE AFT PRESSURE BULKHEAD FS 996. REMOVED DAMAGED SECTION LONGERON FABRICATED REPLACEMENT SECTION OF LONGERON IAW SRM 5311. INSTALLED REPLACEMENT LONGERON IAWSRM 5130.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 5920319	CORRODED BS 415-596	3/2/98	MWEA98267
LONGERON 30 WAS FOUND CORRODED FROM FS 415 TO FS 596 WITH EXCESSIVE MATERIAL LOSS AT ALL FRAMES. REMOVED AND REPLACED LONGERON FROM FS 408 TO 596.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 3924809	CORRODED BS 575-605	3/2/98	MWEA98265
LONGERON 29R WAS FOUND CORRODED FROM FS 575 TO FS 605. REMOVED AND REPLACED LONGERON.									
5313 CALA	17812 49250	DOUG DC982				LONGERON	CRACKED BS 1418	2/28/98	CALA9800364
INSPECTION FOUND A 4 INCH CRACK IN LONGERON 2R AT STA 1418. A SPLICE REPAIR WAS INSTALLED IAW SRM 53-02, FIGURE 18, SHEET 2.									
5315 MWEA	212ME 47701	DOUG DC932				FLOORBEAM	DAMAGED BS 237	2/27/98	MWEA98239
THE FLOORBEAM AT FS 237 LBL 45 TO 55 HAS AN IMPROPER REPAIR. REMOVED AND REPLACED REPAIR IAW SRM.									

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5320 GAIA	563PC 47055	DOUG DC915F				CHANNEL 5922241	CORRODED BS 776	2/9/98 GAIA9816	
DURING INSPECTION OF CORROSION TASK 58-53301 WHILE AIRCRAFT WAS IN C-CHECK LEVEL 2 CORROSION WAS FOUND ON A FLOOR CHANNEL AT FUSELAGE STATION 776 LBL 33. THE CHANNEL WAS REPAIRED IAW KITTY HAWK EA D9-53-051. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 ABXA	938AX 47009	DOUG DC931		DOUG		CUSP WEB 99105019	CRACKED BS 408	2/25/98 ABXA9800126	
DURING C-CHECK, FOUND RIGHT CUSP WEB AT STATION 408 CRACKED. REPLACED CUSP WEB IAW DC9 SRM 51-30-2.									
5320 ABXA	988AX 47084	DOUG DC932		DOUG		SHEAR TIE 991224316	CRACKED BS 965	2/25/98 ABXA9800129	
DURING C-CHECK, FOUND SHEAR TIE CRACKED AT LONGERON 17R AND STATION 965. REPLACED SHEAR TIE IAW DC9 SRM 51-30-5.									
5320 NWAA	3324L 47103	DOUG DC932				FITTING	CRACKED BS 575	2/23/98 9803369941	
DURING M-CHECK, FOUND CRACK IN LONGERON 30 END FITTING AT FS 575. REPLACED FITTING PER DWG 5911412 AND SRM 51-30-5.									
5320 VJ6A	906VJ 47379	DOUG DC932				CUSP 99100789	CORRODED BS 229	10/24/97 VJ9800022	
DURING C-CHECK INSPECTION, FOUND CORROSION AT LEFT CUSP STA 229. REMOVED CORROSION AND REPAIRED IAW DC9 SRM 53-05, FIG 55, SHEET 2, ACMI REA 97865 AND DAC FAX FILE AJC01097.									
5320 VJ6A	906VJ 47379	DOUG DC932				DOUBLER 591042399	CORRODED FUSELAGE	10/23/97 VJ9800017	
DURING C-CHECK, FOUND CORROSION AROUND INNER SIDE OF DOOR IN LEFT AFT WASTE SERVICE AREA. REMOVED CORROSION AND CORRODED PARTS. FABRICATED REPAIR PARTS AND INSTALLED IAW DACO SKETCH 97-12-19-020 AND ACMI REA NR 97864.									
5320 MWEA	212ME 47701	DOUG DC932				SUPPORT	CORRODED BS 965	2/25/98 MWEA98212	
THE FS 965 FLOORBEAM LEFT SUPPORT STRUT FOUND WITH NUMEROUS AREAS OF CORROSION. REPAIRED DAMAGED SECTION OF SUPPORT STRUT.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	CORROSION BS 218-237	2/27/98 MWEA98240	
THE SUBFLOOR WEB AT FS 218 TO FS 237 WAS FOUND CORRODED. REMOVED AND REPLACED DAMAGED SUBFLOOR WEB.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910078	CORRODED BS 160-200	2/27/98 MWEA98238	
THE SUBFLOOR WEB IN THE FWD GALLEY AREA FROM FS 160 TO 200. REMOVED AND REPLACED DAMAGED FLOOR WEB.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910078	CORRODED BS 120-160	2/27/98 MWEA98237	
THE SUBFLOOR WEB WAS FOUND CORRODED BETWEEN STATION 120 TO 160 LBL 8 TO RBL 148. REMOVED AND REPLACED DAMAGED WEB.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910078	CORRODED BS 190	2/27/98 MWEA98236	
SUBFLOOR WEB AT STA 190 LBL 50 WAS FOUND CORRODED MATERIAL LOSS 10090. REMOVED AND REPLACED SUBFLOOR FROM FS 160 TO 200.									
5320 MWEA	212ME 47701	DOUG DC932				FITTING 39145901	CORRODED BS 996	2/24/98 MWEA98203	
LONGERON ATTACH FITTING AT FS 996 LONGERON 24R FOUND CORRODED OUT OF LIMITS. FITTING REMOVED NEW ONE PROCURED REPLACEMENT INSTALLED IAW SRM 51-30.									

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5320 MWEA	212ME 47701	DOUG DC932				FITTING 9915510507	CRACKED BS 699		2/27/98 MWEA98233
KEEL BEAM FITTING AT FS 699 WAS FOUND CRACKED. REMOVED AND REPLACED CRACKED FITTING.									
5320 MWEA	212ME 47701	DOUG DC932				SUPPORT	CORRODED BS 965		2/25/98 MWEA98211
FLOORBEAM SUPPORT STRUT AT FS 965 FOUND CORRODED OVER A LARGE AREA. REMOVED AND REPLACED STRUT.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL	CORRODED BS 484-503		3/2/98 MWEA98268
INTERCOSTAL BETWEEN FS 484 AND 503 LONGERON 27L AND 28L WAS FOUND CORRODED. REMOVED AND REPLACED INTERCOSTAL.									
5320 MWEA	212ME 47701	DOUG DC932				JAMB 5910142	CORRODED BS 370-427		3/2/98 MWEA98269
FORWARD CARGO DOOR JAMB PAN WAS FOUND CORRODED ALONG THE ENTIRE LOWER LENGTH FROM FS 370 TO FS 427. CORROSION BLENDED BEYOND LIMITS. REMOVED AND REPLACED SECTION OF PAN.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9919650	CORRODED BS 370-408		3/2/98 MWEA98271
THE INTERCOSTAL AT LONGERON 29R FROM FS 370 TO 408 WAS FOUND CORRODED. REMOVED AND REPLACED INTERCOSTAL.									
5320 CALA	17812 49250	DOUG DC982				BEAM	CORRODED BS 1155-1211		2/28/98 CALA9800363
INSPECTION FOUND AFT BAGGAGE BIN LOWER DOOR JAMB BEAM CORRODED FROM STA 1155 TO 1211. REPAIRED IAW SRM 53-05.									
5320 CALA	17812 49250	DOUG DC982				FITTING	CRACKED BS 826		2/27/98 CALA9800349
INSPECTION FOUND A 2.5 INCH CRACK IN FITTING AT STA 826, LONGERON 19L. THE FITTING WAS REMOVED AND REPLACED IAW SRM 51-30-2.									
5320 CALA	17812 49250	DOUG DC982				SUPPORT	CORRODED BS 1155-1212		2/25/98 CALA9800334
INSPECTION FOUND AFT BAGGAGE BIN VERTICAL THRESHOLD SUPPORT BETWEEN STA 1155 AND 1212 CORRODED. A NEW STANDOFF WAS INSTALLED IAW SRM 51-30-2.									
5320 CALA	17812 49250	DOUG DC982				ANGLE	CORRODED BS 636-693		2/28/98 CALA9800362
INSPECTION FOUND MID BAGGAGE BIN Z-ANGLE CORRODED FROM STA 636 TO 693. A DOUBLER WAS INSTALLED IAW SRM 53-05, FIGURE 63.									
5330 USAA	977VJ 48155	DOUG DC931				SKIN	CRACKED BS 1095	39098	2/7/98 USAA980058
PIT - DURING C5 CHECK, FOUND 1.25 INCH LONG CRACK IN SKIN AT STA 1095 BETWEEN LONGERONS 3R AND 4R. INSTALLED DOUBLER PER SRM 53-04 FIG 27. (X)									
5330 VJ6A	906VJ 47379	DOUG DC932				SKIN	CRACKED BS 948		11/11/97 VJ9800019
DURING C CHECK, FOUND TITANIUM SKIN CRACKED UNDER PYLON ATTACH ANGLE AT FS 948 BELOW LONGERON 14R. FABRICATED DOUBLER REPAIR IAW REA SKETCH SK97846. INSTALLED DOUBLER IAW DC9 SRM 51-30-0, REFERENCE DOUGLAS FAX MSG 0312/CB.									
5330 VJ6A	906VJ 47379	DOUG DC932				PLATE	CORRODED BS 889		10/23/97 VJ9800016
DURING ACCOMPLISHMENT OF C CHECK, FOUND CORROSION AND POPPED RIVET AT LOWER FORWARD CORNER OF AFT LOWER PIT DOOR FS 889, BETWEEN LONGERON 27 AND 28R. FABRICATED AND INSTALLED REPAIR IAW DC9 SRM 53-05, FIG 106, AND DOUGLAS FAX FILE MSG C050, ACTION NR 35372.									

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5330 MWEA	212ME 47701	DOUG DC932				SKIN	DAMAGED BS 1121		2/24/98 MWEA98204
STATIC DISCHARGE DAMAGE FOUND ON EXTERNAL FUSELAGE SKIN AT STATION 1121.225 BETWEEN LONG 4R AND 6R IAW SRM 53-04 FIG 4. MAINTENANCE REPAIRED SRM 53-10.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN	MISREPAIRED L1 DOORWAY		2/24/98 MWEA98209
PREV REPAIR FOUND AT L1 MAIN CABIN ENTRANCE DOOR FWD UPPER CORNER OF CUTOUT, REPAIR IS NOT PER THE SRM. REMOVED OLD REPAIR FAB FILLER AND DOUBLER IAW SRM 5305 FIG 26. INSTALLED FILLER DOUBLER IAW SRM 5130.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN	CRACKED BS 313		2/24/98 MWEA98201
CRACK FOUND ON EXTERNAL FUSELAGE SKIN AT FS 313 APPROX 2.5IN BELOW LONGERON 16R. REMOVED DAMAGED SEC SKIN FAB REPAIR FILLER, DOUBLERS IAWSRM 5304 FIG 38. INSTALLED RREPAIR FILLERS, DOUBLERS IAW SRM 51-30.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN	DAMAGED BS 718		2/25/98 MWEA98213
STATIC DISCHARGE DAMAGE WAS FOUND ON EXTERNAL FUSELAGE SKIN FS 718 LONGERON 2R. FABRICATED AND INSTALLED REPAIR DOUBLER.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN	DENTED BS 218		2/25/98 MWEA98214
A DENT WITH AERODYNAMIC FILLER WAS FOUND AT FS 218 LONGERON 16R TO 17R INVESTIGATION REVEALED THE DENT TO BE OUT OF LIMITS. REMOVED AND REPLACED SECTION OF SKIN.									
5330 CALA	17812 49250	DOUG DC982				SKIN	CORRODED BS 1174		2/28/98 CALA9800365
INSPECTION FOUND CORROSION ON FUSELAGE SKIN UNDER VHF-3 ANTENNA AT STA 1174. A DOUBLER REPAIR WAS INSTALLED IAW ECRA 5330-02631.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 571		2/9/98 98ZZZM276
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 383		2/9/98 GAIA9815
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 568		2/9/98 98ZZZM277
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 516		2/9/98 98ZZZM272
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 602		2/9/98 98ZZZM273
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 634		2/9/98 98ZZZM274
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									

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5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 695	2/9/98	98ZZZM275
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5347 GAIA	563PC 47055	DOUG DC915F				SEAT TRACK	MISREPAIRED BS 428	2/9/98	98ZZZM271
DURING C-CHECK INSPECTION, FOUND INADEQUATE REPAIRS ON THE FLOOR SEAT TRACKS AB BS 383. SEAT TRACK WAS REPAIRED IAW KITTY HAWK EA D9-53-051. REF GAIA9815.									
5350 CALA	17812 49250	DOUG DC982				CLIPS	OUT OF ADJUST TAIL CONE	3/2/98	CALA9800367
THE TAILCONE INTERIOR RELEASE HANDLE PULLED FROM CLIPS AT FORTY POUNDS. THE HANDLE CLIPS WERE ADJUSTED AND FUNCTIONAL CHECK WAS GOOD IAW MM 53-53-00.									
5350 CALA	17812 49250	DOUG DC982				CLIPS	OUT OF ADJUST TAIL CONE	3/2/98	CALA9800366
THE EXTERIOR TAILCONE RELEASE HANDLE PULLED FROM CLIPS AT FIVE POUNDS. THE HANDLE CLIPS WERE ADJUSTED AND FUNCTIONAL CHECK WAS GOOD IAW MM 53-53-00.									
5610 NWAA	1309T 47316	DOUG DC931				WINDSHIELD	CRACKED LT FLIGHT COMPT	2/28/98	9803379944
DURING TAKEOFF, CAPTAIN'S WINDSHIELD CRACKED. FLIGHT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE WINDSHIELD AND TEMPERATURE CONTROL, OPERATIONAL CHECK OK.									
5712 MWEA	212ME 47701	DOUG DC932				RIB	GOUGED RT WING	2/27/98	MWEA98234
THE NUMBER 6 SLAT TRACK RIB ON THE RIGHT WING WAS FOUND TO BE GOUGED. THE DAMAGED RIB WAS REMOVED AND A NEW ONE FABRICATED AND INSTALLED.									
5720 MWEA	212ME 47701	DOUG DC932				DOUBLER 99193701	DAMAGED WS 360.5	2/27/98	MWEA98235
A PREVIOUSLY BLENDED AREA WAS FOUND ON THE FUEL TANK LOWER ACCESS PLATE MATING SURFACE DOUBLER AT XRS 360.5. REPAIR DOUBLER WAS FABRICATED AND INSTALLED.									
5730 VJ6A	918VV 47320	DOUG DC932				SKIN 1A270601	CRACKED WS 540	2/10/98	VJ9800027
AS A RESULT OF GROUND DAMAGE SUSTAINED TO THE LT O/B SECTION OF THE WING, A 1.25 INCH HOLE WAS PUNCTURED IN L/E SKIN ASSY PANEL AT WING STA XRS540. HOLE CUT OUT, FABRICATED AND INSTALLED FILLER AND DOUBLER REPAIRS IAW AEROCORP EO 98-792, REV 1R, DATED 02/10/98. APPROVED BY FAA FORM 8110-3 BY DER NR SO-822 DATED 02/11/98. PART NUMBERS AFFECTED WERE 1A-27060-1, 1A-27061-1, 1A-27062-1, AND 1A-31402-1. LT WING STA XRS 540 AND XRS 480.									
5730 CALA	14871 48022	DOUG DC981				SKIN	CRACKED WS 286	2/26/98	CALA9800347
INSPECTION FOUND A 2.5 INCH CRACK ON RT WING LEADING EDGE SKIN AT FORWARD WS XOS 286 AND FORWARD OF ACCESS PANEL CUTOUT. AN INTERNAL AND EXTERNAL DOUBLER REPAIR WAS INSTALLED IAW ECRA 5720-01638. A DIP WAS ISSUED TO REPLACE SCREWS AND BLIND RIVETS AT NEXT 1/4D CHECK OR 2500 FLIGHT HOURS.									
5754 VJ6A	906VJ 47379	DOUG DC932				PLATE	DAMAGED NR 2 LE SLAT	1/7/98	VJ9800021
DURING C CHECK, FOUND NR 2 SLAT REQUIRED REPLACEMENT. FABRICATED AND INSTALLED IAW DC9 SRM 57-09 FIG 10A AND AEROCORP EO 98-795.									
7200 TWAA	919TW 49368	DOUG DC982	PWA JT8D217A			ENGINE	FAILED LEFT	2/16/98	TWAA9802402
MEM - FLT 1226 - LEFT ENGINE SPOOLED DOWN IN-FLIGHT. MADE UNSCHEDULED LANDING AT MEM. REPLACED ENGINE. CHECK-C 8-9-97 MCI. (X)									

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7200 TWAA	9630A 53561	DOUG DC983	PWA JT8D217A			ENGINE	FAILED LEFT		1/29/98 TWAA9801702
SEA - FLT 30 - CLIMBING OUT OF SEA, LEFT ENGINE HAD COMPRESSOR STALL AT 5,000 FEET AND ANOTHER AT 7,000 FEET. EGT JUMPED 40 TO 50 DEGREES HIGHER THAN RIGHT ENGINE. RETURNED TO SEA. FOUND METAL IN TAILPIPE. CHANGED THE ENGINE. AIRCRAFT HAS NOT HAD A CHECK-C. PLACED IN SERVICE MAY, 1997. ENGINE TT: 30,468. TC: 15,695. (X)									
7250 HALA	601AP 47658	DOUG DC951	PWA JT8D17			TURBINE 7201536	FAILED NR 2 ENGINE		2/9/98 3306 HALA9800040
HNL - FLT 158 - LOG PAGE NR A138328 - ON TAKEOFF ROLL FROM HNL, NR 2 ENGINE TURBINE CAME APART. REMOVED AND REPLACED THE NR 2 ENGINE WITH ENGINE SN 696708. LEAK CHECK AND OPS CHECK OK. (X)									
7830 ABXA	988AX 47084	DOUG DC932			DOUG	LINK 5958782503	CRACKED NR 2 ENGINE		2/25/98 ABXA9800135
DURING COMPLIANCE WITH AD 96-10-11, FOUND NR 2 ENGINE UPPER LEFT THRUST REVERSER DRIVER LINK CRACKED. REPLACED THRUST REVERSER DRIVER LINK IAW DC9 MM 78-31-5.									
7830 ABXA	988AX 47084	DOUG DC932			DOUG	LINK 5958782503	CRACKED NR 2 ENGINE		2/25/98 ABXA9800134
DURING COMPLIANCE WITH AD 96-10-11, FOUND NR 2 ENGINE LOWER RIGHT THRUST REVERSER DRIVER LINK CRACKED. REPLACED THRUST REVERSER DRIVER LINK IAW DC9 MM 78-31-5.									
2742 FDEA	612FE 48605	DOUG MD11F				ACTUATOR AJH7337507	JAMMED LT HORIZ STAB		2/27/98 98FDEA00141
ON T/O AT FLAPS UP TRIM JAM AT 7.2 DEG NOSE UP. BOTH PICKLE SWITCH AND MANUAL TRIM SUITE CASE HANDLES, BUT NO MOVEMENT. CKD CIRCUIT BREAK AND RAN STAB INOP (2.5-12) NO HELP. TRIED BOTH AUTOPILOT, NO HELP. DUMP 110,000 LBS OF FUEL AND RETURN TO KANSAS. ON FINAL TRIED ELEV FEEL SWITCH BUT DIDN'T HELP LAND WITH 28 DEG FLAPS MED BRAKE LAND WAS NORMAL (458,000 LBS). ON BLOCK IN POST FLT CREW COULD SEE NOTHING VISUALLY WRONG WITH STAB FND LT HORIZ STAB ACTUATOR ASSY AS FAULTY AND FUSE PIN WAS SHEARED ON STAB CHAIN DRIVE ASSY. REMOVED AND REPLACED LEFT HAND ACTUATOR ASSY PER EA 1-2740-29542 AND REMOVED AND REPLACED DRIVE UNIT PER M/M 27-44-06-4. HORIZ STAB OPS NORM PER M/M 27-340-00-5. FCC 1 AND 2 AFS STAB R-									
2820 WRLA	275WA 48631	DOUG MD11				CONTROLLER 2720121MS	FAILED NR 1 FILL VALVE		2/7/98 WRLA98073
DURING INITIAL CLIMB-OUT, FLIGHT CREW WAS UNABLE TO CONTROL THE NR 1 FUEL TANK FILL VALVE. FLIGHT CREW ELECTED TO RETURN TO POINT OF DEPARTURE FOR MAINTENANCE ACTION. AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT INCIDENT. GROUND MAINTENANCE FOUND THE NR 1 FUEL TANK FILL VALVE FAULTING ON CENTRALIZED FAULT DISPLAY. REPLACED NR 1 FUEL TANK FILL VALVE CONTROLLER. AS A PRECAUTION, ALSO REPLACED THE ANCILLARY FUEL SYSTEMS CONTROLLER. PERFORMED 'RETURNED-TO-SERVICE' TEST OF FUEL SYSTEM WITH NO FAULTS NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
2820 WRLA	275WA 48631	DOUG MD11				CONTROLLER 4059025907	FAILED E/E COMPARTMENT		2/7/98 WRLA98072
DURING INITIAL CLIMB-OUT, FLIGHT CREW WAS UNABLE TO CONTROL FUEL TANK FILL VALVES IN AUTO/MANUAL. FLIGHT CREW ELECTED TO RETURN TO POINT OF DEPARTURE FOR MAINTENANCE ACTION. AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT INCIDENT. GROUND MAINTENANCE FOUND FUEL SYSTEM CONTROLLER FAULTING ON CENTRALIZED FAULT DISPLAY. REPLACED FUEL SYSTEM CONTROLLER. PERFORMED 'RETURNED-TO-SERVICE' TEST OF FUEL SYSTEM WITH NO FAULTS NOTED. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 DALA	807DE 48478	DOUG MD11	PWA JT8D219		P20070030	LIGHT	INOPERATIVE CABIN		2/26/98 DLM11980485
EMERGENCY FLASHLIGHT WOULD NOT TEST. REPLACED FLASHLIGHT.									
3350 AALA	1765B 48596	DOUG MD11				LIGHTS	MALFUNCTIONED CABIN		1/18/98 AALA980172
LHR - FLT 0086 - DURING FLIGHT, EMERGENCY FLOOR LIGHTS ALONG RIGHT SIDE CAME ON. RE-CYCLED EMERGENCY LIGHT SWITCH AND PERFORMED EMERGENCY LIGHT TEST. SYSTEM OPERATIONAL CHECKED NORMAL. (X)									

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3510 DALA	999DN 53371	DOUG MD88			MC1004101	OXY MASK	FAILED RT COCKPIT		2/24/98 DLM88980473
FIRST OFFICER'S O2 MASK HARNESS FAILED WHILE ATTEMPTED TO USE IN FLT. REPLACED FIRST OFFICERS MASK ASSEMBLY.									
4920 DALA	991DL 53343	DOUG MD88	PWA JT8D219			APU 38005041	FAILED APU COMPT	4653	2/21/98 DLM88980432
APU SHUTDOWN AUTOMATICLLY, ATTEMPT AT RESTART UNSUCCESSFUL. LEFT GENERATOR ON MCO. DIVERTED TO CVG. REPLACED APU.									
5610 DALA	908DA 53388	DOUG MD9030			5912290507	WINDSHIELD	FAILED COCKPIT		2/24/98 DLM90980472
BURNING SMELL FROM BEHIND TRIM AT CAPT/CENTER WINDSHIELD. FOUND WINDOW HEAT CONNECTION TERMINAL DAMAGED. REPLACED CONNECTOR AND HARNESS. ALSO, REPLACED WINDSHIELD.									
2550 ASOA	501AS 120273	EMB EMB120RT				INSULATION	LOOSE CARGO COMPT		1/26/98 ASOA98007
IN CRUISE FLT AT 20,000 FT DFW-OKC, THE AURAL ALERT 'CABIN ALTITUDE' SOUNDED. THE CABIN WAS AT 10,000 FT AND CLIMBING AT 700 FPM. CREW PERFORMED CHECKLIST IAW/POH, DECLARED AN EMERGENCY AND DESCENDED TO 10,000 FEET AT WHICH POINT THE CABIN BEGAN TO REPRESSURIZE. LOCAL MAINTENANCE C/W THE MEL AND DEFERRED THE PRESSURIZATION, SECURING BOTH OUTFLOW VALVES. UPON ARRIVAL IN DFW, MAINTENANCE REMOVED THE SAFETY FROM THE OUTFLOW VALVES, FOUND WALL INSULATION BLOCKING OUTFLOW VALVES FROM CLOSING AND SECURED INSULATION TO THE WALL. NO FURTHER DEFECTS WERE FOUND AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2731 SWIA	220SW 120288	EMB EMB120ER	PWA PW118A			ACTUATOR	DIRTY ELEVATOR TRIM		2/23/98 SWIA971089
TRIM WHEEL FROZEN IN FLIGHT, WHICH KICKED AUTO PILOT OFF DUE TO TRIM FAILURE. DESCENDED TO LOWER ALTITUDE WHERE TRIM RETURNED TO NORMAL OPERATION. CLEANED AUTO HUB BOTH LEFT AND RIGHT ELEVATOR TRIM ACTUATOR. OPS CHECKS GOOD ON GROUND.									
2841 COMA	264CA 120256	EMB EMB120RT	PWA PW118			FUEL TOTALIZER 944101	MALFUNCTION COCKPIT	19972 3000	2/23/98 COMA9810052
FUEL TOTALIZER AND FUEL QUANTITY DISAGREE. REPLACED TOTALIZER.									
2910 ASOA	247AS 120113	EMB EMB120RT				HYDRAULIC LINE	CHAFED LT MLG WW	16746	1/26/98 ASOA98008
EN ROUTE DFW-ICT, RECEIVED A LOW LEVEL LIGHT ON THE GREEN HYDRAULIC SYSTEM WITH APPROPRIATE MAP AND C/W LIGHTS. CONSULTED THE POH AND FOLLOWED THE PROCEDURE, CONTACTED MTC CNTL AND DECLARED AN EMERGENCY. RETURNED TO DFW WHERE A ZERO-FLAP LANDING WAS MADE WITHOUT FURTHER INCIDENT. DFW MAINTENANCE FOUND THE LEFT ENGINE HYDRAULIC PUMP PRESSURE LINE CHAFFED. FABRICATED NEW SECTION OF PRESSURE LINE AND PERMASWEGED IN. OPERATIONAL AND LEAK CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
3020 SWIA	224SW 120294	EMB EMB120ER	PWA PW118A			INLET BOOT	FAILED RT ENGINE		2/27/98 SWIA971088
RIGHT ENGINE INLET DE-ICE BOOT FAILED IN FLIGHT. RETURNED TO FIELD. REPLACED INLET DUCT ASSEMBLY WITH SERVICEABLE DUCT AND DE-ICE BOOT. OPS CHECKS GOOD.									
3150 MASA	269UE 120194	EMB EMB120RT				WARNING SWITCH	FAILED COCKPIT		1/21/98 MASA98012
FLT 5271 - TPA-PNS - A/C WAS ON APPROACH TO PNS WHEN THE CREW SMELLED AND SAW A SMALL AMONT OF SMOKE COMING FROM BEHIND THE CAPTAINS INSTRUMENT PANEL. MAINTENANCE DISCOVERED THAT THE CAPTAINS PUSH TO CANCEL BUTTON HAD SHORTED OUT. ITEM WAS DEFERRED PER MEL 31-50-3 AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3230 SWIA	196SW 120151	EMB EMB120ER	PWA PW118A			CONTROL UNIT 12038594001	MALFUNCTIONED LANDING GEAR		2/24/98 SWIA971087
ON APPROACH INTO SAN, SELECTED GEAR DOWN AND GEAR HUNG FOR 45 SECONDS TO 1 MINUTE THEN ALL THREE GEAR CAME DOWN. INSTALLED SERVICEABLE LANDING GEAR CONTROL BOX AND SWUNG LANDING EXTENSIVELY. OPS CHECKS GOOD.									

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3246 COMA	130G 120130	EMB EMB120RT			314461	WHEEL 3006041	CRACKED MLG	16403 5	2/26/98 COMA9810050
MECHANIC REMOVED WHEEL ASSEMBLY FROM A/C DUE TO TIRE WAS FOUND FLAT. WHEEL SHOP INFLATED TIRE AND FOUND INBOARD HALF CRACKED AT BOTTOM OF KEY INSERT BOSS. WHEEL HALF (P/N 300-604-1) HAS BEEN REMOVED FROM SERVICE.									
3260 SWIA	186SW 120034	EMB EMB120ER	PWA PW118A			SENSOR	FAILED RT MLG		2/23/98 SWIA971085
RIGHT MAIN GEAR IGNITION A GREEN LIGHT ON IN FLIGHT. GEAR WOULD NOT EXTEND NORMALLY SO USED EMERGENCY OVERRIDE TO EXTEND. REPLACED RIGHT MAIN A SYSTEM DOWN LOCK SENSOR PER MM 32-60-00. LANDING GEAR FUNCTIONAL CHECKS GOOD.									
3350 COMA	137H 120137	EMB EMB120RT				LAMP 3071BPE	FAILED CABIN		2/27/98 COMA9810051
ONE LAMP INOP AT FORWARD EMERGENCY FLOOR PATH LIGHTING. REPLACED LAMP.									
3350 MASA	340JS 120172	EMB EMB120RT				BATTERY	DISCHARGED CABIN		1/26/98 MASA98017
FLT 5548 - EYW-TPA - ON PREFLIGHT INSPECTION, PILOT REPORTED ONE SECTION OF FLOOR PATH EMERGENCY LIGHTING FAILED TO TEST. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY BATTERY. OPS CHECKED GOOD. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	287UE 120183	EMB EMB120RT				FUSE F02A250VIA	BLOWN CABIN		1/14/98 MASA98008
FLT 5273 - TLH-MIA - PILOT REPORTED, A PORTION OF THE EMERGENCY LIGHTS ON EXITS AND FLOOR INOP. MAINTENANCE FOUND A BLOWN FUSE. REMOVED AND REPLACED FUSE, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 MASA	289UE 120191	EMB EMB120RT				LIGHT	INOPERATIVE CABIN		1/23/98 MASA98015
FLT 5559 - GNV-CLT - CREW REPORTED ONE LIGHT INOP AT ROW 9 FLOOR PROXIMITY ESCAPE PATH LIGHTING. MAINTENANCE ACTION WAS DEFERRED PER MEL 33-51-1. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3620 WTAA	221YV 120221	EMB EMB120RT				SENSOR M1160140242	MISWIRED RT ENGINE		1/22/98 WTAA980016
BFL - DURING APPROACH RIGHT ENGINE DUCT LEAK LIGHT ILLUMINATED. CREW CLOSED RIGHT ENGINE BLEED VALVE AND DECLARED EMERGENCY. AIRCRAFT LANDED WITHOUT INCIDENT. CREW SECURED RIGHT ENGINE IMMEDIATELY AFTER TOUCH DOWN. MAINTENANCE INSPECTED AIRCRAFT. NO EVIDENCE OF DUCT LEAK REPORTED. DEFERRED SUBSEQUENTLY CLEARED DEFERRAL BY REPAIRING WIRING AT DUCT LEAK SENSOR S0344. SYSTEM OPERATIONAL CHECK NORMAL. (M)									
5230 SWIA	196SW 120151	EMB EMB120ER	PWA PW118A			RETRACT MECH	MALFUNCTIONED LT MLG		2/21/98 SWIA971084
AFTER TAKEOFF, LEFT MAIN GEAR WOULD NOT RETRACT. CYCLED TWICE AND FIRST TRY SHOWED ONLY RED LIGHTS FOR LEFT. SECOND SHOWED RED AND GREEN LIGHTS FOR LEFT GEAR. FOUND LEFT FORWARD INBOARD GEAR DOOR OPEN. CLOSED DOOR AND ADJUSTED SPRING FOR DOOR LATCHES. PERFORMED LANDING GEAR RETRACTION CHECKS AND CYCLED GEAR SEVERAL TIMES. OPS CHECKS GOOD.									
6113 COMA	255CA 1238	EMB EMB120RT		HAMSTD 14RF9	7801008	SPINNER BULKHEAD 7847841	CRACKED RT PROP	1145 1145	3/2/98 COMA9810049
DURING PREFLIGHT INSPECTION, THE RIGHT PROPELLER SPINNER BULKHEAD WAS FOUND TO BE CRACKED APPROXIMATELY 1.5 INCH ALONG THE BULKHEAD OUTER WALL BEHIND BLADE NR 2. AIRCRAFT WAS FERRIED BACK TO CVG HANGAR AND BULKHEAD REMOVED FOR REPAIR. DAMAGE APPEARS TO BE DUE TO MATERIAL DEFECT, NO EXTERNAL DAMAGE WAS FOUND.									

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2611 AALA	1412A 11370	FOKKER F28MK0100				SMOKE DETECTOR CG7GT10	DEFECTIVE AFT LAVATORY		1/14/98 AALA980121
ORD - FLT 1828 - AFTER TAKEOFF, LEFT AFT LAVATORY SMOKE DETECTOR SOUNDED. A SLIGHT ODOR WAS DETECTED IN THE CABIN, AIRCRAFT RETURNED TO ORD AND LANDED WITHOUT INCIDENT. REMOVED ALL LAVATORY WALLS AND CEILING PANELS, CHECKED ALL LIGHTS, SIGNS, FLUSH MOTOR, ELECT WIRING AND CONNECTORS. FOUND NO SIGN OF ELECTRICAL DAMAGE OR SMOKE SMELL. REPLACED LEFT LAVATORY SMOKE DETECTOR, ALL TESTS CHECKED NORMAL. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 USAA	894US 11379	FOKKER F28MK0100				UPSTOP	FAILED RT MLG		2/9/98 USAAF98014
PIT - FLT 0864 - AFTER TAKEOFF FROM PIT, THE RT MLG WOULD NOT RETRACT. FLIGHT RETURNED TO PIT WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND MLG UPSTOP DAMPER (RS) MALFUNCTIONING. SERVICED UPSTOP DAMPER PER F100 MM 32-11-05. PERFORMED OPERATIONAL TEST PER F100 MM 32-11-05. CHECKS NORMAL. (X)									
3260 AALA	1454D 11466	FOKKER F28MK0100				SWITCH	FROZEN NLG		1/23/98 AALA980204
ORD - FLT 0853 - DURING APPROACH ORD, FLIGHT CREW RECEIVED A NOSE GEAR UNSAFE CONDITION UPON TOUCHDOWN. AIRCRAFT LANDED ORD WITHOUT INCIDENT. INSPECTION OF NOSE WHEELWELL FOUND PACKED SNOW AND ICE. NOSE LANDING GEAR CLEARED OF SNOW AND ICE, LUBRICATED, GEAR RETRACTED AND EXTENDED SEVERAL TIMES WITH NORMAL INIDCATION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1467A 11499	FOKKER F28MK0100				WIRE	MISWIRED CABIN		12/25/97 AALA972508
DFW - DURING OVERNIGHT CHECK, FORWARD HALF OF COACH CABIN EMERGENCY EXIT FLOOR PATH LIGHTS FLASH ON AND OFF. REVERSED POLARITY, SYSTEM GROUND CHECKED, NORMAL OPERATION.									
3350 QXEA	499US 11182	FOKKER F28MK4000				BULB 1820	FAILED CABIN		2/27/98 QXEA9800120
EMERGENCY EXIT LIGHT ON ROW 9A INOP. MAINTENANCE RELAMPED LIGHT BULB, OPERATIONAL CHECK GOOD.									
3350 QXEA	478US 11227	FOKKER F28MK4000				LIGHT	CONTAMINATED CABIN		3/1/98 QXEA9800121
NR 1 AFT EVACUATION LIGHT FULL OF WATER. MAINTENANCE DRAINED AND CLEANED LIGHT. FOUND TWO OF THE FOUR LENS COVER NUT PLATES BROKEN. PERFORMED INTERIM REPAIR, NO PARTS REPLACED AND OPERATIONAL TEST GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		2/25/98 QXEA9800119
GEG - LEFT AFT OVERWING EMERGENCY EXIT LIGHT IS INOP. RELAMPED EXIT LIGHT. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
5230 QXEA	486US 11237	FOKKER F28MK4000				CORNER FRAME	DENTED CARGO DOOR		10/6/97 QXEA9800089
PDX - AFT CARGO DOOR LOWER FORWARD CORNER DENTED AFT OF HINGE APPROXIMATELY .095 DEEP. INSTALLED CORNER FRAME SECTION IAW FOKKER SRM 51-31-01 AND 51-30-02 SEALED WITH PR1422B1/2.									
5230 QXEA	486US 11237	FOKKER F28MK4000				DOOR	CORRODED CARGO COMPT		10/3/97 QXEA9800091
PDX - AFT CARGO DOOR HAS WIDE SPREAD SURFACE CORROSION ON INTERNAL FRAMES AND INTERCOSTALS. REMOVED CORROSION FROM INTERNAL FRAMES AND INTERCOSTAL AS MARKED. TREATED WITH ACID AND ALCOLINE IAW FOKKER SRM 51-10-04.									
5230 QXEA	486US 11237	FOKKER F28MK4000				SKIN	DENTED CARGO DOOR		9/19/97 QXEA9800095
PDX - DENTS FROM IMPACT DAMAGE ON AFT CARGO DOOR, AFT LOWER EDGE. REPAIRED IAW FOKKER SRM 53-02-16, FIGURE 2, PAGE 4.									

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5230 QXEA	486US 11237	FOKKER F28MK4000				SKIN	CORRODED CARGO DOOR		10/3/97 QXEA9800090
PDX - AFT CARGO DOOR INNER SKIN HAS SURFACE CORROSION ON INTERIOR. FABRICATED NEW SKIN, REPAIRED IAW EO 4-52-31.									
5230 QXEA	486US 11237	FOKKER F28MK4000				BRACKET	CRACKED CARGO DOOR		9/16/97 QXEA9800087
PDX - CRACKS AT CARGO DOOR ROD ATTACH BRACKET. REPAIRED IAW FOKKER SRM 53-02-16.									
5230 QXEA	486US 11237	FOKKER F28MK4000				SKIN	DENTED CARGO DOOR		10/3/97 QXEA9800084
PDX - AFT CARGO DOOR LOWER AFT CORNER DENTED AFT OF HINGE APPROXIMATELY .120 DEEP. REPAIRED IAW F-28 SRM 51-31-01.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		9/29/97 QXEA9800118
FRAME 22293 CRACKED, LOCATED BETWEEN STRINGERS 53A AND 54. REPAIRED IAW EA 4-53-267.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		9/29/97 QXEA9800105
CRACK EXTENDING FROM STOP DRILL HOLE OF CRACK IN FRAME 50-2, STRINGER 26. CRACK OUT OF LIMITS IAW HA CARD 4-578, PAGE 3. FABRICATED A NEW DOUBLER, REPAIRED IAW FOKKER SRM 53-02-13, PAGE 8.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		8/29/97 QXEA9800104
CRACK EXTENDING FROM STOP DRILL HOLE OF CRACK IN FRAME 50-2 CLIP AT STRINGER 25. CRACK OUT OF LIMITS IAW HA CARD 4-578, PAGE 3, REQUIRES REPAIR. FABRICATED A NEW DOUBLER, REPAIRED IAW FOKKER SRM 53-02-13, PAGE 8.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		9/28/97 QXEA9800109
CRACK IN CLIPS AT FRAME 16-2 STRINGERS 23 AND 26. CRACK LENGTH AND LOCATION WITHIN LIMITS. STOP DRILLED CRACK IAW FOKKER SRM 53-01-01, PARAGRAPH 5B4.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		9/28/97 QXEA9800108
CRACK EXTENDING FROM STOP DRILL HOLE LOCATED AT FRAME 32-2 STRINGER 52. FABRICATED AND INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 5.									
5311 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		9/29/97 QXEA9800107
MULTIPLE CRACKS AND STOP DRILLS AT FRAME 41 TO 25 STRINGER 45 CLIP OUT OF LIMITS. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 6.									
5313 QXEA	486US 11237	FOKKER F28MK4000				STRINGER	DENTED FUSELAGE		9/19/97 QXEA9800086
PDX - DENT AT FRAME 14755 OF STRINGER 6. REPAIRED IAW FOKKER SRM 53-02-12 FIGURE 2.									
5313 QXEA	486US 11237	FOKKER F28MK4000				STRINGER	DAMAGED CARGO COMPT		9/30/97 QXEA9800085
PDX - FORWARD CARGO BAY STRINGER 73 IS HEAVILY DAMAGED JUST FORWARD OF FRAME 8305. REPAIRED IAW FOKKER SRM 53-02-06.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/19/97 QXEA9800092
PDX - CRACK IN CLIP AT FRAME 13815A BETWEEN STRINGER 72473. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2 PAGE 4.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5320 QXEA	486US 11237	FOKKER F28MK4000				BEAM	CRACKED FUSELAGE		9/16/97 QXEA9800088
PDX - CRACK ON LOWER SIDE OF BEAM III. REPAIRED IAW FOKKER SRM 53-02-18 FIGURE 13.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/19/97 QXEA9800094
PDX - CRACK IN CLIP AT FRAME 13815B BETWEEN STRINGER 72 AND 73. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/19/97 QXEA9800093
PDX - CRACK IN CLIP AT FRAME 13815E BETWEEN STRINGERS 2 AND 3. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4.									
5320 QXEA	486US 11237	FOKKER F28MK4000				ANGLE	CRACKED BS 4150		9/19/97 QXEA9800096
MIDSPAN TO FLOORBEAM CONNECTION ANGLES (LT) AND (RT) SIDE AT STATION 4150 BL 600L WL 560 ARE CRACKED. FABRICATED ANGLES IAW FOKKER SRM 51-11-07 AND 51-10-05.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/29/97 QXEA9800106
TWO CRACKS IN CLIP REPAIR PATCH LOCATED AT FRAME 50-2 AT STRINGER 46 AND 48. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 5.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/22/97 QXEA9800099
CRACKED CLIP AT FRAME 16660 AND STRINGER 35. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4, FIGURE 2.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/28/97 QXEA9800111
CRACK IN CLIP AT FRAME 32-2 STRINGER 27. CRACK LENTH AND LOCATION OUT OF LIMITS. INSTALLED CLIPS (X2) IAW FOKKER SRM 53-02-13, PAGE 5.									
5320 QXEA	486US 11237	FOKKER F28MK4000				CLIP	CRACKED FUSELAGE		9/28/97 QXEA9800110
CRACK IN CLIP AT FRAME 32-2 STRINGER 22. CRACK LENGTH AND LOCATION WITHIN LIMITS IAW HA CARD 4-578 PAGE 4 REQUIRES STOP DRILL ON CRACK TO PREVENT FURTHER CRACKING. STOP DRILLED CRACK IAW FOKKER SRM 53-01-01, PARAGRAPH 5 B4.									
5330 QXEA	486US 11237	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		9/30/97 QXEA9800102
REAR FUSELAGE SKIN DENTED WITH SHARP CREASE AT STRINGR 53 FORWARD OF OBLGVE FRAME 41-2. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER IAW FOKKER SRM 53-02-01, FIGURE 4.									
5330 QXEA	486US 11237	FOKKER F28MK4000				SKIN	CRACKED FUSELAGE		9/18/97 QXEA9800100
OVERWING DOOR HAS CRACK ON THE SKIN OF THE UPP LEFTHAND CORNER ADJACENT TO THE APATURE DOOR JAME JOGGLE, ONE INCH LONG. REPAIRED IAW FOKKER SRM 52-02-03, PAGE 5, FIGURE 3.									
5330 QXEA	486US 11237	FOKKER F28MK4000				SKIN	DENTED FUSELAGE		9/30/97 QXEA9800103
REAR FUSELAGE SKIN DENTED AT STRINGER 10 BETWEEN FRAMES 22840 AND 22293 .075 DEEP. REPAIRED IAW FOKKER SRM 53-02-02, FIGURE 1.									

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5347 QXEA	486US 11237	FOKKER F28MK4000				SEAT TRACKS	DAMAGED CABIN		10/13/97 QXEA9800098
REMOVE AND REPLACE SEAT TRACK BETWEEN FRAME 12405 AND FRAME 15635 IN REF WITH H/R 300/51, 300/56, 300/57 AND 300/61 LEFT HAND O/B SEAT TRACK. CUT OUT AND REMOVED SEAT TRACK, REPAIRED IAW FOKKER SRM 53-02-15 FIGURE 1 PAGE 1, 2 AND 3.									
5347 QXEA	486US 11237	FOKKER F28MK4000				SEAT TRACK	CORRODED CABIN		10/15/97 QXEA9800097
LEFT INBOARD SEAT TRACK BETWEEN FRAMES 13815A-13815B HAD CORROSION REMOVED AND IS OUT OF LIMITS. REPAIRED IAW FOKKER SRM 53-02-15 FIGURE 1 PAGE 1, 2 AND 3.									
5530 QXEA	486US 11237	FOKKER F28MK4000				FRAME	CRACKED VERT STAB		9/25/97 QXEA9800117
VERTICAL STAB FRAME AT 57Y HAS A CRACK AT THE TOP FORWARD CORNER. REPAIRED IAW EA 4-55-30.									
5530 QXEA	486US 11237	FOKKER F28MK4000				ANGLE	CRACKED VERT STAB		9/30/97 QXEA9800101
CRACKS LOCATED ON THE RIGHTHAND CONNECTION ANGLE IN THE RADIUS AND THRU UPPER RIVETS ADJACENT TO 16 PERCENT FRONT SPAR. REPAIRED IAW FOKKER SRM 55-31-00, PAGE 2, FIGURE 1.									
5540 QXEA	486US 11237	FOKKER F28MK4000				FRAME	DAMAGED RUDDER		10/13/97 QXEA9800113
NR 4 FROM TOP RUDDER COVE FRAME HAS ELONGATED RIVET HOLES. REPAIRED IAW FOKKER SRM 55-02-05 PAGE 8, FIGURE 4.									
5540 QXEA	486US 11237	FOKKER F28MK4000				FRAME	MISREPAIRED RUDDER		10/13/97 QXEA9800112
BOTTOM RUDDER COVE FRAME AS UNAPPROVED REPAIR INSTALLED. REPAIRED IAW FOKKER SRM 55-02-05, PAGE 8, FIGURE 4.									
5540 QXEA	486US 11237	FOKKER F28MK4000				FRAME	DAMAGED RUDDER		10/13/97 QXEA9800114
NR 3 FROM TOP RUDDER COVE FRAME HAS ELONGATED RIVET HOLES. REPAIRED FRAME IAW FOKKER SRM 55-02-05 PAGE 8, FIGURE 4.									
5540 QXEA	486US 11237	FOKKER F28MK4000				FRAME	DAMAGED RUDDER		10/13/97 QXEA9800115
NR 2 FROM TOP RUDDER COVE FRAME HAS ELONGATED RIVET HOLES. REPAIRED IAW FOKKER SRM 55-02-05, PAGE 8, FIGURE 4.									
5541 QXEA	486US 11237	FOKKER F28MK4000				RIB	CRACKED RUDDER		9/23/97 QXEA9800116
RIB NR 7 AT RUDDER STA 2001 BELOW CENTER HINGE POSITION HAS CRACKS RADIATING ALONG THE ATTACH CLIPS RT AND LT. STOP DRILLED CRACKS IAW EA 4-55-30.									
2133	281RB 200	GULSTM G1159			10274642	GEAR ASSY 54191651	FAILED PRESS OUTFLOW		1/1/98 98ZZZX867
DURING A START-UP FOR DEPARTURE, THE PRESSURIZATION OUTFLOW VALVE FAILED AND LOCKED IN THE CLOSED POSITION. THE CABIN DOOR WAS CLOSED AND THE APU AIR WAS SELECTED ON TO PREPARE FOR ENGINES STARTING. AT THAT TIME, THE CABIN STARTED PRESSURIZING UNCONTROLLABLY!! THE PRESSURIZATION OUTFLOW VALVE COULD NOT BE OPERATED VIA THE (EMERGENCY) DC MOTOR. SUSPECT THE OUTFLOW VALVE PLANET GEAR ASSEMBLY HAD A FAILURE (THE BUTTERFLY WAS FREE).									
3020 VTZA	316UE 41055	JETAIR JETSTM4101				PRESSURE SWITCH 3D354701	FAILED NR 2 CCT CIRCUIT		1/25/98 VTZA98023
FLT 6499 - IAD-ROA - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE CCT NR 2 A/F DE-ICE FAULT ILLUMINATING WITH THE SYSTEM TURNED OFF. AIRCRAFT RETURNED TO GATE WHERE MAINTENANCE CONTROL AND MAINTENANCE WAS NOTIFIED. MAINTENANCE REMOVED AND REPLACED THE PRESSURE SWITCH FOR THE NR 2 CCT SYSTEM IAW MAINTENANCE PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									

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3060 RAIA	560HK 41076	JETAIR JETSTM4101				LEAD B40610	FAILED NR 2 PROP	3845	1/23/98 RAIA980125
JFK - FLT 7708 - NR 2 PROP HEAT FAULTED. REMOVED AND REPLACED HEATER LEAD. (M)									
3060 RAIA	560HK 41076	JETAIR JETSTM4101				BRUSH BLOCK C40631	FAILED RT ENGINE	5154	1/28/98 RAIA980133
FLT 7741 - JFK - RIGHT PROPELLER DE-ICE FAILED IN FLIGHT. MAINTENANCE REPLACED RIGHT PROPELLER DE-ICE BRUSH BLOCK. (M)									
7200 RAIA	565HK 41082	JETAIR JETSTM4101	GARRTT TPE33114			ENGINE	MALFUNCTIONED NR 1		1/23/98 RAIA980127
JFK - FLT 7749 - OIL CONTAMINATION LIGHT ILLUMINATED. INSPECTED CHIP DETECTOR FOUND NO DEBRIS, OBTAINED SOAP SAMPLE. REMOVED ENGINE FOR INSPECTION PER SOAP, SOAP RECOMMENDATIONS 01/27. (M)									
7603 VLLA	108RB 35097	LEAR 35A				CABLE 66003291	FAILED FUEL CONTROL		1/19/98 98ZZX856
PILOT ATTEMPTED TO ADVANCE LT THROTTLE FROM FLIGHT IDLE. ENGINE DID NOT RESPOND. FOUND THE CABLE ELEMENT BROKEN 6 INCHES AFT OF FUEL CONTROL POWER CONTROL ASSEMBLY.									
2780 ARWA	306GB 1138	LKHEED 1011385115				COMPARATOR 472085119	INOPERATIVE LE FLAPS		2/18/98 ARWA980206
IN APPROACH, LEADING EDGE FLAPS LOCK AT ZERO DEGREE POSITION. REMOVED AND REPLACED FLAPS ASYMMETRY COMPARATOR, OPS CHECKED NORMAL. FLAPS AND SLATS IAW MM 27-51-0.									
3240 AMTA	197AT 193P1082	LKHEED 10113851				TRANSMITTER 43802400	LEAKING BRAKE SYSTEM		12/14/97 98ZZX903
DURING CRUISE, PILOT ADVISED ARTCC HE WAS DIVERTING TO INDIANAPOLIS, INDIANA, DUE TO A HYDRAULIC PROBLEM. PILOT LANDED AT INDIANAPOLIS WITHOUT FURTHER INCIDENT. THE HYDRAULIC RESERVOIR QUANTITY B-SYSTEM DROPPED TO TWO-THIRDS. TURNED OFF B1 PUMP AND B2 ATM PUMP, FLUID LOSS CONTINUED. MAINTENANCE PERSONNEL FOUND B-SYSTEM BRAKE PRESSURE TRANSMITTER LEAKING ON BRAKE SUPPLY MODULE. THE HYDRAULIC PRESSURE TRANSMITTER WAS REPLACED IAW MM 32-46-03 AND SYSTEM LEAK CHECKED.									
3240 AMTA	197AT 193P1082	LKHEED 10113851				TRANSMITTER 43802400	LEAKING 'B' HYD SYSTEM		12/14/97 98ZZM270
DURING CRUISE, DIVERTED TO INDIANAPOLIS, DUE TO HYD PROBLEM. THE PILOT LANDED INDIANAPOLIS WITHOUT FURTHER INCIDENT. THE HYDRAULIC RESERVOIR QTY 'B' SYSTEM DROPPED TO TWO-THIRDS. TURNED OFF B1 PUMP AND B2 ATM PUMP, FLUID LOSS CONTINUED. MAINTENANCE PERSONNEL FOUND 'B' SYSTEM BRAKE PRESSURE TRANSMITTER LEAKING ON BRAKE SUPPLY MODULE. THE HYDRAULIC PRESSURE TRANSMITTER WAS REPLACED IAW MM 32-46-03 AND SYSTEM LEAK CHECKED. (M)									
3350 DALA	720DA 193C1136	LKHEED 10113851			5165741	POWER SUPPLY	INOPERATIVE CABIN		2/26/98 DLL10980481
COCKPIT AND L1 DOOR EMERG EXIT SIGNS INOP. REPLACED POWER SUPPLY UNIT, CKD NML.									
3350 DALA	729DA 193C1180	LKHEED 10113851			081691	WIRE	BROKEN CABIN		3/1/98 DLL10980493
EMERGENCY TRACK LIGHTING FIRST CLASS LEFT SIDE 2ND RED BULB INOP. REPLACED SOCKET AND LAMP, OPS NORMAL.									
3350 DALA	729DA 193C1180	LKHEED 10113851			516574	POWER SUPPLY	INOPERATIVE CABIN		3/1/98 DLL10980494
EMERGENCY LIGHTS IN D-ZONE WILL ONLY STAY ILLUMINATED FOR 20 SECS WITH MASTER SW IN ON POSITION. REPLACED POWER SUPPLY, OPS NORMAL.									
3350 RAAA	178RV 188C2010	LKHEED 188C			GRIMES 1000553	CONTACTOR	OUT OF ADJUST CABIN		2/26/98 RAAA98E8005
FWD RT OVERWING EXIT PULL DOWN EMERGENCY LIGHT FLASHES ON OCCASIONALLY IN FLIGHT. CLEANED AND ADJUSTED CONTACTS.									

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6113 RAAA *****	1968R 188C2007	LKHEED 188C		ALLSN A6441FN606	ALLSN 6503835	ADAPTER 6526175	WORN NR 1 PROPELLER		2/20/98 4336 RAAA98E009
AFTER COMPLETION OF NR 4 PROPELLER INSTALLATION GROUND RUN WITH ENGINES IN HIGH SPEED GROUND IDLE AND POWER LEVERS IN GROUND RANGE MAINT PERSONNEL NOTED HEAVY, ABNORMAL VIBRATION. SHUTDOWN NR 4 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CONTINUED. VIBRATION CHANGE NOTED WITH NR 1 ENGINE POWER LEVER MOVEMENT. SHUTDOWN NR 1 ENGINE WITH EMERGENCY HANDLE AND VIBRATION CEASED. FOUND NR 1 SPINNER HAD DEPARTED AIRCRAFT, DAMAGING 2 EA NR 1 PROPELLER BLADE CUFFS, DUE EXCESSIVELY WORN RESERVOIR ADAPTER THREADS. REPLACED NR 1 PROPELLER, SPINNER AND RESERVOIR ADAPTER. INITIATED FLEET CAMPAIGN ITEM TO CHECK RESERVOIR ADAPTER THREADS FOR EXCESSIVE WEAR.									
8520 MSTA *****	TGWOW 61P068379633	PIPER PA60601P	LYC IO540S1A5			CRANKSHAFT LW10842	FAILED NR 2 JOURNAL	882 8	1/24/98 98ZZZX909
PILOT (OWNER) DEPARTING FROM AIRPORT AND CLIMBING THROUGH 4,000 FEET NOTED LOUD BANG AND SEVERE VIBRATION FROM LT ENGINE. ENGINE SHUT DOWN AND SECURED AND SAFE LANDING MADE. DISASSEMBLY OF ENGINE REVEALED CRANKSHAFT BROKEN. BREAK OCCURRED AT THE REAR CHEEK OF THE NR 2 ROD JOURNAL IN THE RADII. CRANKCASE, RODS, CAMSHAFT, AND CYLINDERS ALL NOW N.G.									
2612 WWMA	306AE 340B306	SAAB 340B				FIRE TEST	MALFUNCTIONED LT ENGINE		2/26/98 WWMA9800042
DURING PREFLIGHT CHECKS, THE LEFT FIRE TEST FAILED TO FUNCTION. MAINTENANCE RERACKED THE WEU AND CYCLED THE AIRCRAFT POWER SEVERAL TIMES, COULD NOT DUPLICATE DISCREPANCY.									
2613 WWMA	269AE 340B269	SAAB 340B				TEST PANEL 7239019506	DEFECTIVE NR 1 ENGINE		2/25/98 WWMA9800041
DURING PREFLIGHT, LEFT TAILPIPE HOT LIGHT WOULD NOT TEST. REPLACED SERVICABLE OVERHEAD TEST PANEL NR 1.									
3260 MALA	420XJ 420	SAAB 340B				UPLOCK SENSOR	ICED UP NLG		2/28/98 MALA976021
AFTER CLIMB GEAR DISAGREEMENT LIGHT IN GEAR HANDLE ILLUMINATED. FOLLOWED QRH AND DIVERTED TO MSP. MAINTENANCE FOUND EXCESSIVE ICE ACCUMULATED ON NOSE GEAR UPLOCK SENSOR. REMOVED ICE, COMPLETED SEVERAL GEAR SWINGS, OPS CHECK GOOD.									
3350 WWMA	243AE 340B243	SAAB 340B				SIGN	LOOSE CABIN		2/26/98 WWMA9800039
EMERGENCY EXIT SIGN AT 8A WAS FOUND TO BE HANGING BY THE WIRES. MAINTENANCE REINSTALLED INTERNAL SCREWS IN THE EXIT SIGN AND PERFORMED OPERATIONAL CHECKS.									
3350 WWMA	319AE 340B319	SAAB 340B				LIGHT 2LA0059851	LOOSE CABIN		2/28/98 WWMA9800043
DURING PREFLIGHT, FOUND THE OVERHEAD LIGHT PANEL ABOVE SEAT 9A LOOSE. REPLACED THE EMERGENCY LIGHT PASSENGER SERVICE PANEL.									
3350 WWMA	324AE 340B324	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		2/24/98 WWMA9800038
EMERGENCY LIGHTS AT SEATS 7BC AND 8A FAILED TO ILLUMINATE DURING PREFLIGHT TEST. REPAIRED BROKEN WIRE AT FUSE AND REPLACED EMERGENCY POWER SUPPLY.									
3350 WWMA	343SB 340B343	SAAB 340B				BATTERY PACK 6013211	DISCHARGED CABIN		2/26/98 WWMA9800040
EMERGENCY LIGHTS CAME ON IN FLIGHT. REPLACED ALL 5 EMERGENCY LIGHT BATTERIES.									
3350 SIMA	380AE 340B380	SAAB 340B				SIGN	INOPERATIVE CABIN		2/7/98 SIMA980381
DFW - FLT 3699 - LEFT OVERHEAD EMERGENCY EXIT SIGN INOP. RESECURED OVERHEAD EMERGENCY EXIT SIGN AT 8A. OPERATIONAL CHECKED GOOD IAW SAAB MM 336000 WITH NO OTHER DEFECTS NOTED. A/C RETURNED TO SERVICE. (M)									

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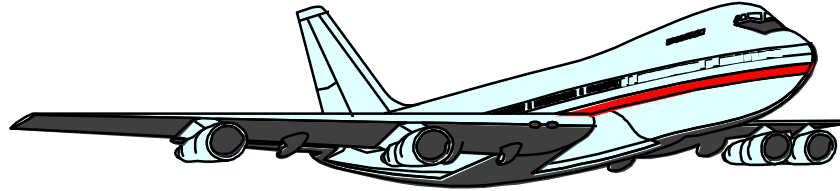
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3350 SIMA	380AE 340B380	SAAB 340B				CONNECTOR	FAILED CABIN	2/8/98 SIMA980391	
DFW - FLT 3880 - EMERGENCY LIGHT FLICKERS ON AND OFF AT ROW 8. MAINTENANCE FOUND BAD TERMINAL END ON EMERGENCY LIGHT ASSY. REPLACED LIGHT ASSEMBLY AND ALSO REPLACED POWER SUPPLY 23 LN AS PRECAUTIONARY. PERFORMED OPERATIONAL CHECK SATISFACTORILY. RETURNED A/C TO SERVICE. (M)									
3350 MALA	404XJ 340B404	SAAB 340B				LIGHT	INOPERATIVE COCKPIT	2/27/98 MALA976024	
DURING INSPECTION, EMERGENCY LIGHT ON THE F/A PANEL INOP. MAINTENANCE RELAMPED SWITCH LIGHT, OPS CHECK GOOD.									
3350 MALA	89XJ 089	SAAB SF340A				BULB 1317	FAILED CABIN	2/28/98 MALA976016	
DURING INSPECTION, AFT CABIN EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	991XJ 091	SAAB SF340A				LIGHT 7239410802	INOPERATIVE CABIN	2/28/98 MALA976025	
DURING INSPECTION, TWO OVERHEAD EMERGENCY LIGHTS AND ONE FLOOR TRACK EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED OVERHEAD LIGHTS (PN 1317) AND FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN	2/26/98 MALA976020	
DURING INSPECTION, 3 OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
3350 MALA	107XJ 340A107	SAAB SF340A				CONNECTOR	LOOSE CABIN	2/26/98 MALA976019	
DURING INSPECTION, EMERGENCY FLOOR TRACK 9C/D INOP. MAINTENANCE RESECURED LOOSE CONNECTOR, OPS CHECK GOOD.									
3350 MALA	107XJ 340A107	SAAB SF340A				BULB 3071BPEGPL	FAILED CABIN	3/2/98 MALA976027	
DURING INSPECTION, 6A EMERGENCY EXIT SIGN INOP. MAINTENANCE RELAMPED EXIT SIGN, ALL CHECKS GOOD.									
3350 MALA	114XJ 340A114	SAAB SF340A				BULB 1317	FAILED CABIN	2/27/98 MALA976023	
DURING INSPECTION, 2A OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3425 MALA	592MA 340B199	SAAB 340B				AHRS 6226190113	FAILED LEFT	3/1/98 MALA976014	
DURING FLIGHT, THE LEFT HEADING COMPAROTOR CAME ON DURING FLIGHT, COULDN'T RESET. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE NR 1 AHRS. SYSTEM TESTS IAW SF340 MM34.									
7510 MALA	418XJ 418	SAAB 340B	GE CT79B			BLEED VALVE 6068T56P01	FAILED LT ENGINE	2/28/98 MALA976022	
DURING FLIGHT, THE LEFT ENGINE AIR VALVE CAUTION LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE ANTI-ICE START BLEED VALVE, OPS CHECK GOOD.									
7510 MALA	430XJ 430	SAAB 340B	GE CT79B			ANTI-ICE VALVE 6068T56P01	INTERNAL FAULT RT ENGINE	3/2/98 MALA976026	
DURING DESCENT, THE RIGHT AIR VALVE LIGHT ILLUMINATED, UNABLE TO RESET. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE RIGHT ANTI-ICE START BLEED VALVE, OPS CHECK GOOD.									

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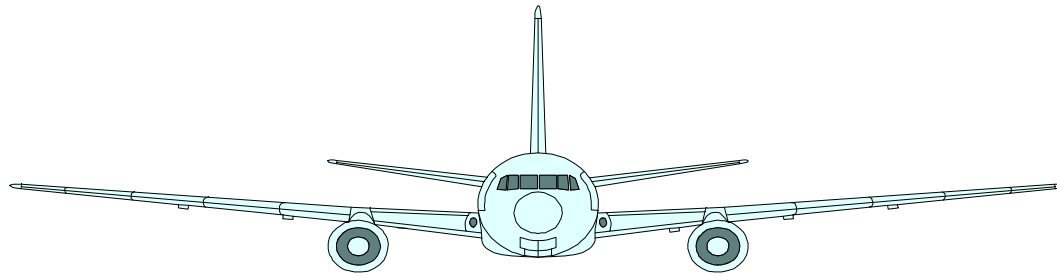
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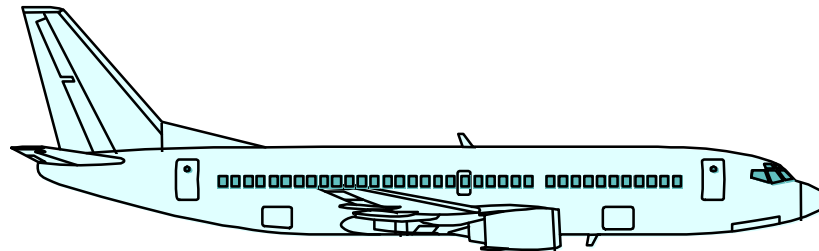
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7712	421XJ	SAAB				SENSOR	FAILED		2/26/98
MALA	421	340B				5066T52G05	LT ENGINE		MALA976015
AFTER TAKEOFF, THE LEFT ENGINE TEMP STARTED TO FLUCTUATE, FOLLOWED BY THE ENGINE RPM AND TORQUE; LEFT IGNITION LIGHT ALSO ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE LEFT NP SPEED SENSOR AND NO1 TORQUE SENSOR, ALL CHECKS GOOD.									
7261	711PK	STBROS	PWA			PACKING	BROKEN	1231	1/22/98
PIVA	SH3696	SD360	PT6A65AR			AS3209116	OIL XFER TUBE		98ZZZX868
PRECAUTIONARY SHUT DOWN OF NR 2 ENGINE IN-FLIGHT. LOW TORQUE AND LOW OIL PRESSURE. FOUND OIL LEAK ON FRONT SCAVENGE OIL TRANSFER TUBE AREA. REPLACED AS 3209-117 PACKING.									
2910	788C	SWRNGN	GARRTT			HYDRAULIC LINE	CRACKED		1/16/98
MEJA	AC340B	SA227AC	TPE33111U			27810321057	NLG		98ZZZX935
*****	BTV/ALB - AFTER TAKEOFF, NOSE WHEEL LANDING GEAR WOULD NOT STAY UP AND LOCKED. BOTH THE LEFT AND RIGHT HYDRAULIC PRESSURE FAIL LIGHTS ILLUMINATED AND THE AIRCRAFT LOST ALMOST ALL HYDRAULIC PRESSURE. THE AIRCRAFT RETURNED TO BTV AND LANDED WITH AN EMERGENCY GEAR EXTENSION, NO FLAPS, AND NO NOSE WHEEL STEERING. MAINTENANCE FOUND A CRACK IN THE NLG LINE AT FUSELAGE FEED-THROUGH AND REPLACED THE LINE. MAINTENANCE THEN REMOVED AND REPLACED THE UPLOCK SPRINGS WITH NEW SPRINGS. A GEAR SWING AND LEAK CHECK C/W AND NO DEFECTS NOTED. THE AIRCRAFT WAS RETURNED TO SERVICE.								
2910	788C	SWRNGN	GARRTT			HYDRAULIC LINE	FAILED		1/15/98
MEJA	AC430B	SA227AC	TPE33111U			2781032075	BS 69.35		98ZZZX936
*****	ALB/ROC - EN ROUTE, LEFT AND RIGHT HYDRAULIC PRESSURE LIGHTS ILLUMINATED AND HYDRAULIC PRESSURE DROPPED ALMOST TO ZERO. CREW LANDED AT ROC WITH AN EMERGENCY GEAR EXTENSION, NO FLAP, AND NO NOSE WHEEL STEERING. LANDING UNEVENTFUL, NO EMERGENCY DECLARED, AND AIR TRAFFIC CONTROL WAS NOT NOTIFIED. ACFT ISSUED A SPECIAL FLIGHT PERMIT AND A ONE-TIME FERRY FLT FROM ROC/BTV. MAINT AT BTV DISCOVERED THE NLG UP-LINE HAD A HOLE AT 90 DEGREE BEND AT STA 69.35 AND LINE WAS REPLACED. PRESS WAS INSUFFICIENT ON BOTH HYD PUMPS AND BOTH UNITS REPLACED WITH O/H UNITS. MAINT C/W A PUMP CAVITATION INSP, SERVICED HYD SYS, AND PERFORMED A GEAR SWING. NO DEFECTS NOTED ON LEAK CHECK OR OPS CHECK ACFT RETURNED TO SERVICE.								
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)									



INTERNATIONAL



SERVICE DIFFICULTY REPORT



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7210			GARRTT TPE33110U			GASKET 31037501	LEAKING GEARBOX HOUSING	2022	1/23/93 CA930310108
(CAN) OIL LEAK FROM JOINT BETWEEN REDUCTION GEARBOX DIAPHRAGM AND ACCESSORY DRIVE HOUSING. NR 1 ENGINE INTERMEDIATE GEARBOX HOUSING GASKET REPLACED.									
7250			ALLSN 250C30S		ALLSN	TURBINE 230033195	FAILED 1ST STAGE	6290 638	11/13/92 CA930302601
*****	(CAN) LOW POWER REPORTED. DROP FROM +8 PERCENT TO ZERO PERCENT. HIGH T5, VIBRATION, AND NOISE. BORESCOPE INSPECTION REVEALED BURNT/ERODED 1ST STAGE TURBINE BLADES AND ONE BLADE MISSING. ENGINE DISASSEMBLY REVEALED OVERTEMP LIKELY CAUSING 1ST STAGE BLADE FAILAURE AND RESULTING TO SECONDARY FAILURE THROUGHOUT THE ENGINE DUE TO INGESTION OF FAILED BLADE.								
2760		AIRBUS A320211				LEVER	FAILED SPOILER	5756	11/29/92 CA930304503
(CAN) ON APPROACH FLIGHT CONTROL CLASS ONE, SPEED BRAKE TWO FAULT MESSAGE WAS DISPLAYED. GROUND SPOILER/SPEED BRAKE TEST CARRIED OUT. ONLY TWO SPOILERS DEPLOYED. GROUND TEST INDICATED SPOILER LEVER FAULT. SPEED BRAKE TEST CARRIED OUT, NO FAULT FOUND. ALSO NO FURTHER PROBLEMS OCCURRED.									
2760		AIRBUS A320211				INDICATION	MALFUNCTION SPEED BRAKE	5790	11/29/92 CA930304505
(CAN) DURING APPROACH, SPEED BRAKE NR 2 FAULT CLASS ONE MESSAGE APPEARED AT FLIGHT CONTROL UNIT (FCU). SPEED BRAKE TEST CARRIED OUT, NO FAULT FOUND.									
2910		AIRBUS A320211				LINE 201042094	BROKEN LT MLG		12/18/92 CA930304521
(CAN) PRIOR TO TAKEOFF, LOSS OF GREEN HYDRAULIC SYSTEM PRESSURE. LT MLG GEAR DOWNLOCK LINE BROKEN.									
3230		AIRBUS A320211				HYD HOSE	BROKEN LT LDG DOWNLK	1187	11/23/92 CA930304510
(CAN) DURING GEAR RETRACTION, LOSS OF GREEN HYDRAULIC PRESSURE WAS INDICATED. MAINTENANCE INVESTIGATION REVEALED TWO HYDRAULIC HOSES AT LT LANDING GEAR SWIVEL FOR DOWNLOCK CYLINDER WAS BROKEN. HOSES REPLACED AND TESTED.									
5610		AIRBUS A320211				WINDSHIELD STA320141	CRACKED CAPTS	8086	11/28/92 CA930304507
(CAN) CAPTAIN'S WINDSHIELD CRACKED DURING CRUISE FLIGHT. WINDSHIELD AND WINDOW HEAT COMPUTER (P/N 66642870) REPLACED.									
5711		AYRES S2*	PWA R1340AN1		AYRES	SPAR 2020343L	CRACKED WING ROOT	4317	2/8/93 CA930225301
(CAN) CRACKS FOUND IN ALUMINUM CAP STRIP PER SB AG23, ITEM NR 6. BOTH RT AND LT WINGS HAD THE AYRES KIT S2R-FF-002 INSTALLED.									
5712		AYRES S2*	PWA R1340AN1		AYRES	RIB 2417R	CRACKED WS 72-25 RH WING	4317	2/8/93 CA930225302
(CAN) RIB AT RT WING STATIONS 72-25 REPLACED PER SB NR 12.									
7921		BAG ATP	PWA PW126A			OIL COOLER	CRACKED NR 1 ENGINE	2270	2/4/93 CA930224705
(CAN) PILOT REPORTED ON SHORT FINAL, NR 1 ENGINE LOW OIL PRESSURE WARNING LIGHT ILLUMINATED. THE OIL PRESSURE INDICATOR NEEDLE WAS CONFIRMED JUST BELOW THE GREEN BAND. THE AIRCRAFT WAS LANDED WITH BOTH ENGINES OPERATING. THE NR 1 ENGINE WAS SHUTDOWN ON ROLL OUT. INSPECTION OF THE ENGINE AND NACELLE REVEALED THE AIRCRAFT OIL COOLER WAS CRACKED AT ONE OF THE OIL LINE FITTING WELDMENTS. THE OIL COOLER WAS REPLACED AND THE OIL SERVICED. SUBSEQUENT GROUND RUNS REVEALED NO DEFECTS. PART TC: 3,567.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2910		BAG BAE146200A	LYC ALF502R			LINE SA7670006149	RUPTURED GREEN HYD SYS		2/14/93 CA930302615
(CAN) ALL HYDRAULIC FLUID LOST TO GREEN SYSTEM.									
4920		BAG BAE146200A				FAN ASSY 38622001	LEAKING OIL APU		2/19/93 CA930310115
(CAN) STRONG SMELL OF OIL WHEN APU AIR AND PACKS SELECTED ON.									
4940		BAG BAE146200A	LYC ALF502R5			GCU 700122490400	INTERMITTENT APU		2/22/93 CA930311101
(CAN) APU AUTO SHUT DOWN.									
5270		BAG BAE146200A				SWITCH	STICKING CARGO DOOR		2/24/93 CA930310112
(CAN) AFTER TAKEOFF, LOWER DOOR NOT SHUT LIGHT CAME ON. DOOR WAS WIDE OPEN FOR LANDING. AFT CARGO DOOR - DOOR OPEN, SWITCH FOUND DIRTY AND STICKING. AIRCRAFT TT: 21,181 HOURS.									
3244		BAG JETSTM3212				TIRE AH52689	FLAT NR 2 MAIN		2/22/93 CA930310113
(CAN) FLAT TIRE ON TAXI, NR 2 MAIN WHEEL ASSY.									
3250		BAG JETSTM3212				ROLL PIN	BROKEN STEERING	7825	2/25/93 CA930310107
(CAN) NOSE WHEEL STEERING SLOPPY DURING TAXI. ROLL PIN FOUND BROKEN ON SELECTOR VALVE IDLER SPROCKET. SB 32JM 5310 APPLIES.									
3250		BAG JETSTM3212				ROLL PIN	FAILED STEERING	9154	2/27/93 CA930310109
(CAN) NOSE WHEEL STEERING HAS 2 TO 3 INCHES OF PLAY ON GROUND. ROLL PIN IN LOWER LEVER AND DISTANCE TUBE REPLACED. SB 32JM 5310 COVERS.									
3424		BAG JETSTM3212				INDICATOR M35404	FAILED TURN & SLIP	9116	2/20/93 CA930310122
(CAN) WHILE BOARDING PASSENGERS, ELECTRICAL SMOKE NOTICED IN FLIGHT DECK. TSI-RT CIRCUIT BREAKER TRIPPED AND ROOF PANEL LIGHT U/S. RT T & S IND REPLACED AND ALSO CONVERTER ILH7 REPLACED.									
5312		BAG JETSTM3212			BAG	STIFFENER	CRACKED REAR PRESS BLKHD	9230	2/19/93 CA930310116
(CAN) REAR PRESSURE BULKHEAD STIFFENERS CRACKED ON RT SIDE IN 2 PLACES. REPAIRED PER SRM 53-10-18. AIRCRAFT TT: 13,505 HOURS.									
2730		BEECH 3NM				TORQUE ARM 804187504	CRACKED ELEVATOR		6/10/92 CA930316302
(CAN) CRACK FOUND IN CONTROL ARM. FOUND DURING INSPECTION PER AD 77-19-07.									
2730		BEECH D18S				TORQUE ARM 804187504	CRACKED ELEVATOR		5/12/92 CA930316301
(CAN) DURING AD 77-19-07 INSPECTION, CRACK FOUND IN ELEVATOR CONTROL ARM.									

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3242		BEECH B200	PWA PT6A41			LINE 1015800121	CHAFED BRAKE RT		3/1/93 CA930311501
(CAN) AIR SCOOP DUCT IN LEADING EDGE OF RT WING, INBOARD OF NACELLE, WHICH IS USED TO DIRECT AIR TO BLEED AIR INTERCOOLER CRACKED IN HALF AND VIBRATED IN AIR FLOW ENOUGH TO WEAR THROUGH THE .25 INCH ALUMINUM BRAKE LINE MOUNTED DIRECTLY BELOW THE DUCT. PILOT NOTED A SOFT PEDAL AND THEN COMPLETE BRAKE FAILURE OF RT SIDE BRAKE SYSTEM.									
5313		BEECH 200BEECH	PWA PT6A41			STRINGER	CRACKED STA 347.75	12066	11/15/92 CA930310126
(CAN) STRINGERS 8, 9, AND 10 RT, FOUND CRACKED ON REAR PRESSURE BULKHEAD, AFT SIDE AT STA 347.75.									
3230		BEECH E95	LYC IO360B1B		CUTLERHAM	RELAY 6046H39A	FAILED MLG RETRACT	45	3/23/93 CA930303304
(CAN) LANDING GEAR FAILED TO RETRACT FULLY. LANDING GEAR DYNAMIC BRAKE RELAY FAILED.									
2910		BOEING 737217	PWA JT8D9			HOSE BACH8B04NN0214T	LEAKING NOSE LDG		2/23/93 CA930310103
(CAN) AIRCRAFT DIVERTED DUE TO LOSS OF A SYSTEM HYDRAULIC QUANTITY. NOSE LANDING GEAR UPLOCK LINE LEAKING.									
3417		BOEING 737296	PWA JT8D9			ADC HG480B13	ERRATIC COCKPIT		12/22/92 CA930222104
(CAN) ON CLIMB, CSD OIL PRESSURE LIGHT FLICKERED.									
5753		BOEING 7372T2	PWA JT8D17		654643097	BOLT 654643097	SHEARED LT FOREFLAP		2/22/93 CA930310101
(CAN) LT FOREFLAP INBOARD SECTION 2ND FROM INBOARD TRACK, ATTACH BRACKET FOUND WITH AFT BOLT SHEARED, FORWARD ATTACH BOLT PULLED FROM NUT PLATE.									
7530		BOEING 737275	PWA JT8D9A			REGULATOR 12924011	FAILED BLEED 13TH STAGE		2/23/93 CA930310130
(CAN) THICK OILY SMOKE FILLED CABIN AFTER FULL TAKEOFF POWER APPLIED. LOUD PNEUMATIC BUMP/NOISE WAS FELT AND HEARD. FLIGHT RETURNED WITHOUT INCIDENT. SUBMITTER STATED RIGHT HAND AIR CONDITIONING PACK TO BE CAUSE OF SMOKE. MAINTENANCE FOUND NR 2 AIR DUCT ASSEMBLIES AND RIGHT HAND MIX CHAMBER ASSEMBLY FOR RIGHT HAND AIR CONDITIONING PACK RUPTURED. HIGH BLEED AIR PRESSURE FROM NR 2 ENGINE SUSPECTED CAUSE. REPLACED NR 2 ENGINE MODULATING AND SHUTOFF VALVE AND 13TH STAGE BLEED AIR REGULATOR VALVE. RT HAND AIR CONDITIONING PACK AND ENG BLEED AIR SYSTEM CHECK SERVICEABLE.									
2750		BOEING 747133	PWA JT9D7			LINK 65B155991	DAMAGED LT FLAP		12/23/92 CA930304517
(CAN) LT INBOARD FLAP OUTBOARD CARRIAGE NR 3 TRACK STOP BOLT BROKEN WITH DAMAGE TO CARRIAGE AND FLAP SURFACE.									
2750		BOEING 747433	PWA PW4056			CONTROL UNIT 65B81129120	INTERMITTENT FLAP CONTROL		12/10/92 CA930304526
(CAN) EICAS MESSAGE FLAP CONTROL AT FAULT. FLAP CONTROL UNIT RESET SERVICEABLE.									
2750		BOEING 747433	PWA PW4056			POWER DRIVE UNIT 1267621	INTERMITTENT LT FLAPS		12/24/92 CA930304516
(CAN) UNABLE TO RETRACT FLAPS AFTER TAKEOFF.									
2910		BOEING 747230B				LINE	CHAFED EDP HYD		1/10/93 CA930226517
(CAN)NR 1 ENGINE FIRE WARNING, TWO BOTTLES FIRED. INVESTIGATION EDP HYDRAULIC PRESSURE LINE CHAFED.									

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2913		BOEING 747230B				PUMP	MALFUNCTION NR 1 ENG EDP		1/10/93 CA930311703
		(CAN) EDP HYDRAULIC PRESSURE LINE CHAFED.							
3233		BOEING 747133	PWA JT9D7			ACTUATOR 65B0155518	INOPERATIVE LT MLG		12/20/92 CA930304519
		(CAN) AFTER TAKEOFF DURING GEAR RETRACTION, LEFT WING GEAR DOOR REMAINED OPEN. CYCLED, NO FIX.							
5280		BOEING 747133	PWA JT9D7			DOOR 693106279	MISSING LT MLG		12/21/92 CA930304518
		(CAN) LEFT BODY LANDING GEAR STRUT DOOR MISSING AFTER GEAR DOWN FLIGHT FROM MIAMI TO MONTREAL.							
7200		BOEING 747133	PWA JT9D7H		PWA	ENGINE	FAILED NR 3 ENGINE	6123	10/17/92 CA930304511
*****		(CAN) AFTER REACHING CRUISE ALTITUDE, A LOUD BANG FROM NR 3 ENG OCCURRED WITH A RAPID DROP OF EPR (ENG PRESSURE RATIO) AND EGT (EXH GAS TEMP) INCREASE EXCEEDING 1,000 DEG. ENG SHUTDOWN. MAINT REMOVED ONE STG E 1 AND ONE STG 2 HP TURB BLADES FOR OVERTEMP ANALYSIS. METALLOGRAPHIC ANALYSIS REVEALED 1ST STAGE BLADE REMAINED WITHIN TEMP LIMITS WHILE 2ND STAGE BLADE OVERHEATED BY 50 DEG. CONCLUSION: ENG EXPERIENCED A DECELERATION SURGE, MOST LIKELY DUE TO LOW PRESS COMPRESSOR SURGE MARGIN DETERIORATION. HP COMPRESSOR WITH THE SAME OPERATING HRS BLADES ALSO SHOW DETERIORATION WHICH HAS AN ADVERSE EFFECT ON THE LP COMPRESSOR SURGE MARGIN. PART TC: 12,428.							
7230		BOEING 747238B	PWA JT9D7F		PWA	FAN BLADE	DAMAGED NR 1 ENG		1/1/93 CA930304502
		(CAN) WHILE IN REVERSE, NR 1 ENGINE HAD AN UNINITIATED SHUTDOWN. CHANGED TWO MATCHED PAIRS OF FAN BLADES DUE TO DAMAGE. BORESCOPE NR 1 ENGINE, NO FAULT FOUND. OIL FILTER AND ANGLE GEARBOX CHECKED SERVICEABLE.							
2565		BOEING 75723A				DOOR SLIDE 20201	FROZEN L1 DOOR		12/26/92 CA930311503
		(CAN) DOOR L1 EMERGENCY ESCAPE SLIDE DISARMED INDICATED ALL CLEAR. HOWEVER, ON OPENING, DOOR CHUTE DEPLOYED - POSSIBLE MOISTURE PROBLEM.							
7110		BOEING 75728A	RROYCE RB211535E437			ACOUSTIC PANEL	DISBONDED NR 2 ENGINE		2/11/93 CA930309405
		(CAN) DURING CLIMB-OUT, VIBRATION WAS NOTED ON NR 2 ENGINE. N1 VIBRATION WAS ABOVE NORMAL. FLIGHT RETURNED TO POINT OF DEPARTURE. GROUND INSPECTION REVEALED ACOUSTIC PANEL AT 12 O'CLOCK POSITION MISSING AND EXTENSIVE DAMAGE TO 6 FAN BLADES. NOSE COWL ATTRITION LINING HAD MINOR SCORING. BORESCOPE INSPECTION CARRIED OUT, NO INTERNAL DAMAGE FOUND. ALL 22 FAN BLADES REPLACED.							
7210		BOEING 7572B7	RROYCE RB211535E437		LK75807	OIL FEED TUBE LK75806	FRACTURED BEVEL GEARBOX	13803	2/18/93 CA930309411
*****		(CAN) ON PRE-FLIGHT CHECK, METAL CONTAMINATION WAS FOUND ON MASTER METAL CHIP DETECTOR AND FURTHER INVESTIGATION REVEALED METAL IN SCAVENGE FILTER. ENGINE WAS REPLACED. STRIP REPORT SHOWED THE INTERNAL OIL FEED TUBE TO THE DRIVE SHAFT GEAR HAD FRACTURED 2 INCHES FROM THE AFT END. THE FAILED SECTION OF THE TUBE IS SEVERELY BATTRED AND SHOWS EVIDENCE OF HEAVY RUBBING CONTACT WITH THE THREE BOLT HEADS SECURING THE OIL SUPPLY TO DRIVEN BEVEL BEARING THREAD FILTER HOUSING. PART TC: 3,742.							
2710		BOEING 767233	PWA JT9D7R4D			BEARING 253T21115	BINDING CONTROL COLUMN		12/19/92 CA930304520
		(CAN) AILERON SYSTEM BINDING IN COCKPIT.							
2751		BOEING 767233	PWA JT9D7R4D			SWITCH	DIRTY FLAP		12/12/92 CA930304524
		(CAN) AFTER TAKEOFF, EICAS MESSAGE LE SLAT DISAGREE DISPLAYED, LE CAUTION LIGHT ON, FLAP LEVER UP, BOTH POINTERS 1/2.							

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2752		BOEING 767233	PWA JT9D7R4D			DRIVE MOTOR 2473T1001	INTERMITTENT FLAP		12/14/92 CA930304522
(CAN) FLAPS FAILED TO MOVE TO SELECTED POSITION. STUCK BETWEEN 1 AND 5 DEGREES. ALTERNATE SYSTEM USED.									
5320		BOEING 767233	PWA JT9D7R4D			SILL	CORRODED FWD CARGO DOOR		11/28/92 CA930304506
(CAN) BOLT HOLE ON FORWARD CARGO DOOR SILL DEEPLY PITTED AT THE MAIN LATCH PIN FITTING, NR 5 POSITION.									
7230		BOEING 7672B7	PWA JT9D7R4D		PWA	FAN BLADE 831021002	FRACTURED NR 1 ENGINE	2234	11/28/92 CA930304508
*****	(CAN) CLIMBING THROUGH 14,000 FEET, NR 1 ENGINE EXPERIENCED A LOUD BANG, FOLLOWED BY VIBRATION. NR 1 ENGINE WAS SHUTDOWN AND AIRCRAFT RETURNED TO BASE. ENGINE SUFERED A FAN BLADE FAILURE. THE BLADE FRACTURED NEAR THE MID-SPAN SHROUD. INSPECTION OF THE FAN SECTION REVEALED THE BLADES HAD NOT BEEN DRESSED FOR SOME TIME AND THEY SHOWED EVIDENCE OF SHARP EDGES, BLUNTING, AND MINOR FOD. THE CAUSE OF THE BLADE FRACTURE IS BEING INVESTIGATED BY TSB. PART TC: 8,962.								
2400		BRAERO HS7482A			PLESSEY 7CZ1056481	RELAY 1CZ1056481	MIS- ASSEMBLY EMERG EQUIP		3/4/93 CA930316404
(CAN) FUNCTIONAL CHECK APPEARED TO INDICATE A DEFECTIVE COIL, BUT INVESTIGATION REVEALED THAT DURING OVERHAUL THE BASE PLATE WAS INSTALLED 180 DEGREES FROM NORMAL. THIS RELAY ACTIVATES EMERGENCY LIGHTING AND FIRE BOTTLE DISCHARGE.									
2913		BRAERO HS7482A				QUILL SHAFT G25742	SHEARED NR 2 HYD PUMP		2/20/93 CA930301402
(CAN) NR 2 HYDRAULIC FLOW LIGHT ON STEADY. UNABLE TO DEVELOP PRESSURE. HYDRAULIC PUMP QUILL SHAFT SHEARED.									
7210		BRAERO HS7482A	RROYCE DART5342			ANNULUS GEAR	FAILURE REDUCTION GEARBX	26300	3/4/93 CA930316304
(CAN) NR 1 ENGINE PROPELLER AUTOFEATHERED EN ROUTE. ENGINE SECURED AND UNEVENTFUL LANDING MADE. ALL ENGINE PARAMETERS NORMAL AND ENGINE PERFORMANCE WAS GOOD PRIOR TO AUTOFEATHER. INSPECTION REVEALED A LARGE AMOUNT OF METAL CONTAMINATION WAS FOUND IN THE ENGINE SCAVENGE FILTER, BUT THE PRESSURE FILTER WAS CLEAN. ENGINE REMOVED AND SHIPPED TO REPAIR AND OVERHAUL. STRIP REPORT TO FOLLOW. STRIP REPORT REVEALED THE ANNULUS GEAR IN THE REDUCTION GEARBOX HAD FAILED DUE TO HIGH CYCLE BENDING FATIGUE, ORIGINATING FROM PRESSURE FLANK ON ONE TOOTH.									
7210		BRAERO HS7482B	RROYCE DART5352		ROTOL	ACCESORY GEARBOX GD206	FAILED NR 1 ENG	1259	2/14/93 CA930226401
(CAN) AS AIRCRAFT WAS TAXIING FOR DEPARTURE, NR 1 GENERATOR WENT OFF-LINE. SHORTLY AFTER RESET, NR 1 GENERATOR WENT OFF-LINE AGAIN AND WOULD NOT COME BACK ON-LINE. TROUBLESHOOTING REVEALED THE ACCESSORY GEARBOX HAD FAILED INTERNALLY AT THE GENERATOR DRIVE.									
7240		BRAERO HS7482A	RROYCE DART5342			COMBUSTION LINER RK47309A RK41315	LOOSE ENGINE	1319	2/13/93 CA930310305
(CAN) UPON REMOVAL OF COMBUSTION CHAMBER ASSEMBLY FROM ENGINE, THE FLAME TUBE WAS FOUND LOOSE IN THE CASING. SUSPENSION PIN AND LINER CHECK CARRIED OUT AND FOUND WITHIN LIMITS. FURTHER DISASSEMBLY FOUND LINERS LOOSE IN SUSPENSION BRIDGE.									
2720		CESSNA 150M				CABLE 040010749	WORN RUDDER	3382	2/24/93 CA930304403
(CAN) RT AND LT RUDDER CABLES FOUND FRAYED AND WORN AT AFT PULLEY STA 187.0 AND ALSO AT FORWARD PULLEY STA 21.0.									
5553		CESSNA 152				BRACKET 04320049	CRACKED VERTICAL FIN	702	1/26/93 CA930304528
(CAN) DURING INSPECTION PER AD 80-11-04 AND SE79-49, A CRACK WAS FOUND AT THE VERTICAL FIN ATTACH BRACKET. ANOTHER CRACK WAS FOUND UNDER THE NUTPLATE AFTER BRACKET HAD BEEN REMOVED. THE CRACKS WERE NOT FOUND ON THE NUTPLATE AS THE AD SUGGESTED. AIRCRAFT TT: 8,135.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2510		CESSNA 172C			05141231	PIN MS203922C11	WORN FRONT SEAT	8927	2/17/93 CA930226406
(CAN) PINS THAT RETAIN SEAT BACK IN VERTICAL POSITION FOUND WORN APPROX 1/2 WAY THROUGH AT LOAD BEARING AREA APPARENTLY DIFFICULT TO INSPECT.									
3221		CESSNA 172M			0540131	RIVETS	SHEARED NLG UPPER MOUNT	6435	2/23/93 CA930304608
(CAN) NLG UPPER MOUNT FITTING FOUND LOOSE. ALL EIGHT RIVETS FOUND SHEARED. LOWER MOUNT CAP P/N 05430181 HAD TO BE REMOVED, AND STEERING ARMS DISCONNECTED TO SEE PROBLEM.									
7313		CESSNA A185F	CONT IO520D			FUEL INJECT LINE	CLOGGED NR 3 CYLINDER		2/23/93 CA930310119
(CAN) FOLLOWING TAKEOFF, NOTICED POOR ENGINE PERFORMANCE. GAUGES ALL NORMAL. NO VIBRATION. AFTER THREE MINUTES, SLIGHT VIBRATION, VERY POOR PERFORMANCE. INITIATED RETURN. AFTER FIVE MINUTES, ENGINE MISSING AND OIL TEMP CLIMBING RAPIDLY. AFTER LANDING, INSPECTION REVEALED OIL LEAK FROM NR 3 CYLINDER EXHAUST. OIL SYSTEM CONTAMINATED WITH PULVERIZED ALUMINUM. ENGINE REMOVED. INITIAL INSP FOUND NR 3 CYLINDER FUEL INJECTOR LINE CLOGGED LEADING TO DETONATION.									
7532		CESSNA 208	PWA PT6A114			BLEED CONT VALVE 311473501	FAULTY COMPRESSOR	2275	1/3/93 CA930226502
(CAN) ON FINAL, POWER REDUCED TO 500 POUNDS OF TORQUE APPROXIMATELY 1/2 MILE FROM RUNWAY. AT APPROXIMATELY 1/4 MILE FROM RUNWAY, POWER WAS INCREASED TO 700-800 POUNDS OF TORQUE. ON INCREASING POWER, THERE WERE A SERIES OF SHORT RAPID REPORTS SIMILAR TO A PISTON ENGINE BACKFIRE. POWER WAS ONCE AGAIN REDUCED AND AN UNEVENTFUL LANDING WAS MADE. MAINTENANCE FOUND THE COMPRESSOR BLEED VALVE HAD A BROKEN COTTER PIN INSIDE THE CASING. THE COTTER PIN IS USED TO HOLD THE SHAFT PIN (P/N 3023417). PART TC: 4,027.									
3260		CESSNA 337G	CONT IO360GB			SWITCH S13771	INTERMITTENT NLG DOWN	2650	1/4/93 CA930226518
(CAN) ON APPROACH, GEAR DOWN LIGHT NOT ON. TEMPERATURE ABOUT MINUS 35 DEGREES CELSIUS. AIRCRAFT BROUGHT INTO HANGAR AND SWITCH EVENTUALLY WORKED OK. AIRCRAFT NORMALLY KEPT OUTSIDE, BUT DEICED IN HANGAR. MOISTURE IN SWITCH CAUSED PROBLEM.									
3245		CESSNA 401		MCAULY D2AF34C71		TUBE VALVE 650X10302	SHEARED LANDING GEAR		2/4/93 CA930226408
(CAN) TIRE FLAT ON LANDING. VALVE STEM FOUND SHEARED.									
8520		CESSNA 401	CONT IO520E	MCAULY 3AF32C87		CRANKCASE 643202	CRACKED NR 4 CYLINDER	1461	2/19/93 CA930308201
(CAN) 50 HR INSPECTION DETECTED NO FAULTS. PILOT REPORTED ENGINE ROUGHNESS. INSPECTION REVEALED NR 4 CYLINDER HAD 2 CYLINDER HOLD-DOWN STUDS BROKEN. CYLINDER REMOVED AND AREA CLEANED. CRACK DETECTED IN CRANKCASE CRITICAL AREA. ENGINE REMOVED.									
2421		CESSNA 404CESSNA				ALTERNATOR 694304	FAULTY NR 1 ENGINE	2	12/16/92 CA930226521
(CAN) FLUCTUATIONS OF AMPERAGE AT LOW ENGINE SETTINGS. INOPERATIVE AT HIGH SETTINGS.									
8530		CESSNA 404CESSNA	CONT TSIO520N			CYLINDER 646657	CRACKED NR 1/3 ENGINES		2/24/93 CA930309404
(CAN) DURING FLIGHT, THE NR 1 ENGINE HAD A LOSS OF MANIFOLD PRESSURE FOLLOWED BY ROUGH RUNNING. THE FLIGHT WAS COMPLETED WITHOUT ANY FURTHER CHANGES IN TEMPERATURE AND PRESSURES. MAINTENANCE FOUND NR 3 CYLINDER HAD A CRACK WHICH EXTENDED FROM THE SPARK PLUG HOLE TO THE EXHAUST PORT. IT APPEARED THE CRACK ALLOWED HOT GASES TO ESCAPE BURNING A ONE INCH HOLE IN THE CYLINDER. THIS LARGE HOLE ALLOWED HOT GAS TO BE DIRECTED TO THE ADJACENT CYLINDER (NR 1) AND BURNING A .3750 INCH HOLE. BOTH CYLINDERS WERE REPLACED.									

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8500		CESSNA 414A	CONT TSIO520N		CONT	ENGINE	MAKING METAL NR 2 ENGINE	124	2/23/93 CA930226514
(CAN) LOW OIL PRESSURE ON RUN-UP (GREEN ARC 30-60 PSI). AFTER TROUBLESHOOTING, FOUND METAL CONTAMINATION IN OIL FILTER AND DEEP DENTS IN THE OIL PUMP HOUSING.									
2312		CESSNA 441				MIKE JACK NS112B	SHORTED VHF COMM	2724	1/14/93 CA930226404
(CAN) VHF COMM. LOST COMPLETELY DURING CRUISE AND AIRCRAFT APPARENTLY BLOCKING 2 ATC VHF FREQUENCIES. BOTH VHF'S WERE STUCK IN TRANSMIT, BUT WITH NO TRANSMIT LIGHT ON. PROBLEM TRACED TO A SHORTED AUXILIARY MIKE JACK.									
3260		CESSNA 550				SWITCH 1CH1066	CORRODED RT MLG ACTUATOR	399	3/3/93 CA930312401
(CAN) WITH INSTRUMENT LIGHTING SELECTED TO DIM, RT MAIN GEAR DOWN LIGHT FAILED TO ILLUMINATE. CHECKED ON JACKS, OK. SUBMITTER SUGGESTED CAUSE OF PROBLEM WAS CORRODED SWITCH CONTACTS, CREATING RESISTANCE AND PREVENTING CURRENT FLOW WITH SWITCH IN DIM. PART TC: 533.									
7261		CESSNA 500CESSNA	PWA JT15D1			PUMP 3029284	SHEARED DRIVE SHAFT	48	2/24/93 CA930315202
(CAN) AFTER COMPLETION OF START CYCLE, N2 AND OIL PRESSURE INDICATIONS BEGAN TO DECREASE. WHEN OIL PRESSURE REACHED MINIMUM INDICATION, THE ENGINE WAS SHUT DOWN. FURTHER INVESTIGATION AND REMOVAL OF THE OIL PUMP FOUND THE OIL PUMP DRIVE SHAFT SHEARED. PART TC: 47									
2820		CNDAIR CL2151A10				TUBE ASSY 21575031224	CHAFED FUEL LINE	1475	2/24/93 CA930310129
(CAN) THE "B" NUT OF TUBE ASSY WAS FOUND TO BE CHAFING ON FUEL CROSSFEED LINE. TUBE ASSEMBLIES WRAPPED AND RELOCATED TO PREVENT ANY FURTHER CHAFING IN THAT AREA.									
3340		CVAC 340CVAC			GRIMES G3800A5	LIGHT Q4559X	BROKEN RT LIGHT ASSY		11/23/92 CA930226515
(CAN) AIRCRAFT FLEW THROUGH FLOCK OF BIRDS WHICH BROKE THE LAMP BULB ON THE RT LANDING LIGHT ASSY. LAMP BULB CHANGED AND AIRCRAFT SPECIAL INSPECTION PER FORM AILM 1331.									
5520		CVAC 340CVAC			GENDYN	HINGE 34021107037	CRACKED ELEVATOR		2/26/93 CA930309413
(CAN) DURING SID INSPECTION 55-1-5 ,THE LT CENTER UPPER BOLT HOLE WAS FOUND CRACKED FROM THE HOLE TO THE UPPER OUTSIDE EDGE. THE "A" BRACKET WAS REPLACED. AIRCRAFT TT: 33,448.									
5530		CVAC 340CVAC			GENDYN	STAB FITTING 24023107129P	CORRODED LT VERT STAB	25419	2/20/93 CA930309415
(CAN) DURING SID INSPECTION IN ACCORDANCE WITH GEN DYNAMICS - CONVAIR DIVISION SID DOCUMENT 25-340-1000 REV. 1, ITEMS 55-3-1 AND 55-3-2, THE LT FITTING VERT STAB SPAR RAIL WAS FOUND CORRODED. A NEW FITTING WAS MANUFACTURED AND INSTALLED. AIRCRAFT TT: 26,266 HOURS.									
2701		DHAV DHC2MK3	PWA PT6A27		C2CF843A	CONTROL COLUMN C2CF843A	CRACKED WELD AREA		2/28/93 CA930309409
(CAN) CRACK FOUND AT WELD AREA OF CONTROL COLUMN TORQUE TUBE CF-84-01.									
7200		DHAV DHC2MK3	PWA PT6A20		PWA	ENGINE	FAILED OIL SYS		2/11/93 CA930226402
(CAN) AIRCRAFT WAS FLYING AT 4,000 FEET WHEN SMOKE ENTERED CABIN THROUGH HEATING SYSTEM. PILOT NOTICED OIL PRESSURE FLUCTUATIONS 70-80 PSI. PILOT SHUT OFF CABIN HEAT AND IMMEDIATELY LANDED AIRCRAFT. ON LANDING ROLL-OUT, THE OIL PRESSURE DROPPED AND PILOT SHUTDOWN THE ENGINE WITH OIL PRESSURE AT 20 PSI.									

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2720		DHAV DHC3				BRACKET C3TR195	CRACKED RUDDER CONTROL		9/3/92 CA930316303
(CAN) CRACK IN RUDDER CONTROL ATTACH BRACKET FOUND ON 100-HOUR INSPECTION.									
8530		DHAV DHC3	PWA R134059		PWA	EXHAUST VALVE	BROKEN NR 2 CYL	749	1/19/93 CA930226507
(CAN) ENGINE BEGAN TO VIBRATE IN-FLIGHT. PILOT MADE EMERGENCY LANDING. INSPECTION REVEALED NR 2 CYLINDER HAD NO COMPRESSION DUE TO A BROKEN EXHAUST VALVE.									
3457		DHAV DHC6300	PWA PT6A27			GPS NAVIGATOR TNL2000	WORN COCKPIT		3/3/93 CA930315203
(CAN) PUSH BUTTON KNOBS ARE BACKLIT. LETTERING IS PRESENTLY ON KNOBS AND WEARS OFF AFTER ONE YEAR.									
2530		DHAV DHC8102	PWA PW120A		GRIMES 1010814	PCB 1141579	CORRDED PSU 1C&D	326	2/28/93 CA930304603
(CAN) PCB FOUND CORRODED AND SHOWED SIGNS OF OVERHEATING CF-93-01. NEW MOD RELEASED 8/1950 NEW SEALED BOARD. PART TC: 399.									
2530		DHAV DHC8102	PWA PW120A		GRIMES 1010814	PCB 1141579	CORRODED PSU 1C&D	404	2/25/93 CA930304601
(CAN) FLIGHT ATTENDANT CALL LIGHT WAS CONTINUOUSLY CHIMING IN-FLIGHT CF-93-01. PART TC: 514.									
2530		DHAV DHC8102	PWA PW120A		GRIMES 1010814	PSU 1141575	CORRODED 1C&D	491	3/9/92 CA930311601
(CAN) CIRCUIT BOARD AT 1C AND D CORRODED. REF CF-93-01.									
2530		DHAV DHC8102	PWA PW120A		GRIMES 1010814	PCB 1141579	CORRODED PSU 2C&D	308	3/1/93 CA930304602
(CAN) BOARD WAS FOUND CORRODED AND SHOWED SIGNS OF OVERHEAT CF-93-01. NEW MOD 8/1950 NEW SEALED BOARD. PART TC: 383.									
2760		DHAV DHC8102	PWA PW120A			SENSOR	OUT OF POSITION FLAP DRIVE		2/25/93 CA930310106
(CAN) FLAP DRIVE CAUTION LIGHT ON DURING FLAP EXTENSION. TORQUE SENSOR REPOSITIONED.									
2910		DHAV DHC8102	PWA PW120A			HYD LINE 82970010389	CRACKED NR 2 SYS		1/8/93 CA930302607
(CAN) HYDRAULIC LINE BETWEEN LTH MLG AFT DOOR ACTUATOR TO SELECTOR VALVE (RETRACTION SIDE) CRACKED. LOSS OF ALL HYDRAULIC FLUID TO NR 2 SYSTEM.									
2910		DHAV DHC8102	PWA PW120A			LINE 82950010161	CRACKED ROLL SPOILER		2/19/93 CA930310124
(CAN) LOST NR 1 HYDRAULIC QUANTITY ON LANDING. ROLL SPOILER PRESSURE LINE CRACKED.									
2910		DHAV DHC8102	PWA PW120A			LINE DSC3461	BURNT NR 2 HYD		2/11/93 CA930310118
(CAN) NR 2 ENGINE HYDRAULIC PRESSURE LINE FROM PUMP HAS BURN/SCORE MARK DUE TO ARCING FROM WIRE BUNDLE. WIRES REPAIRED.									
2913		DHAV DHC8102	PWA PW120A			PUMP	FAILED NR 2 HYD		3/2/93 CA930310111
(CAN) AFTER TAKEOFF, NR 2 HYDRAULIC PRESSURE DROPPED TO ZERO. NR 2 HYDRAULIC QUANTITY DROPPED TO ZERO. LT MAIN GEAR FAILED TO RETRACT, ALTERNATE GEAR EXTENSION COMPLETED.									

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2930		DHAV DHC8102	PWA PW120A		PARKERHANFIN 3810041104	CABLE 3811374102	BROKEN NR 2 HYD IND		2/15/93 CA930226411
(CAN) ON TAKEOFF ROLL, CREW NOTICED SOME CAUTION LIGHTS ON - ROLL SPOILER - NOSE WHEEL STEERING AND NR 2 HYDRAULIC PUMP. TAKEOFF ABORTED - BROKEN NR 2 HYDRAULIC INDICATING CABLE.									
3231		DHAV DHC8102	PWA PW120A			ROD 8323206001	BROKEN NLG AFT DOOR		2/23/93 CA930310125
(CAN) LEFT AFT NOSE GEAR DOOR ROD BROKEN.									
3244		DHAV DHC8102	PWA PW120A			TIRE	HOLE RT MLG		2/19/93 CA930310105
(CAN) BOTH RIGHT MAIN WHEELS FLAT.									
3244		DHAV DHC8102	PWA PW120A		BFGOODRICH 3314352	TIRE 265X8013	LEAKING SIDEWALL		2/22/93 CA930304607
(CAN) FLAT ON LANDING, SIDEWALL BUBBLED AND FULL OF PIN HOLES.									
3244		DHAV DHC8102	PWA PW120A		BFGOODRICH 314352	TIRE 265X8013	LEAKING SIDEWALL		2/23/93 CA930304606
(CAN) FLAT TIRE LEAKING THROUGH AWL HOLES.									
3320		DHAV DHC8102	PWA PW120A		GRIMES 1010814	PSU 1141579	CORRODED 2C&D		1/17/93 CA930302606
(CAN) FLIGHT CREW REPORTED READING LIGHTS BEING OPERATED BY THE F/A BUTTON.									
5210		DHAV DHC8102	PWA PW120A			GAS STRUT 85210263101	BROKEN AIRSTAIR DOOR		3/9/93 CA930316402
(CAN) GAS SPRING HARDWARE OF THE AIRSTAIR DOOR COUNTER BALANCE FAILED ALLOWING THE GAS SPRING TO FALL INTO THE CONTACTOR RELAYS OF THE GENERAL RELAY PANEL SHORTING OUT THE "C" PHASE CAUSING THE CURRENT LIMITER IN THE WHEELWELL TO BLOW AND THE CIRCUIT BREAKER FOR THE TRU TO TRIP.									
5522		DHAV DHC8311	PWA PW123			SKIN 85520057103	CRACKED LT ELEV INB	4551	2/17/93 CA930310117
(CAN) LEFT ELEVATOR INBOARD TRAILING EDGE BROKEN ON LOWER SIDE. THE SKIN CRACKS AND SEPARATES. AIRCRAFT TT: 13,214 HOURS.									
5610		DHAV DHC8102	PWA PW120A			WINDSHIELD NP15790110	CRACKED RIGHT COCKPIT		1/3/93 CA930226519
(CAN) AT 15,500 FEET WITH WINDSHIELD HEAT AT NORMAL, THE RT WINDSHIELD CRACKED OUTER LAYER.									
7200		DHAV DHC8311	PWA PW123			ENGINE	DAMAGED INTERNAL		2/15/93 CA930310121
(CAN) ENGINE REPLACED DUE TO INTERNAL DAMAGE.									
7250		DHAV DHC8102	PWA PW120A			ENGINE	DISTRESS NR 1 ENGINE	9627	2/9/93 CA930310110
(CAN) NR 1 ENGINE REPLACED DUE TO HOT SECTION INSPECTION (HSI) DISTRESS. PART TC: 15,477.									
7261		DHAV DHC8102	PWA PW120A			O-RING PACKING MS9388152	FAULTY NR 2 ENG OIL FLT		2/19/93 CA930310123
(CAN) NR 2 ENGINE OIL LEAK. OIL FILTER "O" RINGS PACKING FAULTY. "O" RINGS REPLACED.									

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7320		DHAV DHC8*	PWA PW120		HONEYWELL 7000700940	DADC 7000700940	INTERMITTENT ENG CONTROL		4/9/92 CA930309706
(CAN) ONE OR BOTH DADC STATIC AIR TEMP PORTS FOR ENGINE FUEL CONTROL DISPLAY FAIL CAUSING - IF NR 1 DRADC SAT FAILS, SAT DISPLAY PILOTS WOULD BE LOST. IF NR 2 SELECTED MASTER PILOT SELECT NR 2 AS MASTER , BUT THE FLEET RELIABILITY IS UNRELIABLE. IF NR 1 FAILS AND NR 2 IS INOP. OR DEAD, THEN BOTH PW123 FUEL CONTROL SYSTEMS REVERT TO MANUAL MODE. MANUFACTURER IS AWARE.									
7321		DHAV DHC8301	PWA PW123			ENG ELECT CONTRL	FAULTY NR 1 ENGINE	4598	1/29/93 CA930224708
(CAN) DURING TAKEOFF ROLL, NR 1 ENGINE AUTOFEATHERED AND OVERTORQUED. TAKEOFF ABORTED. REVIEW OF THE FDR CONFIRMED NR 1 ENGINE SUFFERED AN UNCOMMANDED AUTOFEATHER AND THE NR 2 ENGINE UP-TRIMMED. A 119 PERCENT OVERTORQUE OCCURRED ON THE NR 1 ENGINE AS IT FEATHERED. IN THE WEEK PRIOR TO THE UNCOMMANDED AUTOFEATHER, THE SAME ENGINE SUFFERED TWO OVERTORQUES, ONE SHORTLY AFTER TAKEOFF (130 PERCENT), THE OTHER WHEN SELECTING FROM MIN RPM TO FEATHER (118 PERCENT). THE ENGINE ELECTRONIC CONTROL WAS REPLACED. THE FAILED UNIT WAS SENT TO PRATT FOR INVESTIGATION. PART TC: 6,681.									
7322		DHAV DHC8301	PWA PW123		BENDIX 32448536	REVERSE SOLENOID B27006	FAULTY MFC	3900 364	1/29/93 CA930309401
(CAN) NR 2 ENGINE WENT TO 80 PERCENT TORQUE WITH CONDITION LEVER AT FEATHER AND POWER LEVER AT IDLE. MECHANICAL FUEL CONTROL UNIT CONFIRMED TO BE THE FAULT. STRIP REPORT CONFIRMED THE MFC REVERSION SOLENOID WAS FAULTY. PART TC: 4,164.									
7322		DHAV DHC8301	PWA PW123			MFC	FAULTY NR 1 ENGINE		2/2/93 CA930309403
(CAN) NR 1 ENGINE WENT OVER 100 TORQUE ON START AND PROP FEATHERED. MECHANICAL FUEL CONTROL UNIT CHANGED UPON DIRECTION FROM PRATT & WHITNEY CANADA.									
7322		DHAV DHC8301	PWA PW123		BENDIX 32448538	MAIN FUEL CONTRL NR 1 ENGINE	MALFUNCTIONED NR 1 ENGINE	865	3/1/93 CA930309408
(CAN) ON NORMAL CLIMB-OUT, SELECTED REDUCTION AND NR 1 ENG. CONTINUED POWER DECREASE AND NR 1 AUTOFEATHERED. PILOT SHUTDOWN ENG. FIELD . MAINT CHANGED MFC (MECH. FUEL CONTROL) AND FUEL PUMP. FDR REMOVED FOR READOUT. PROP CHANGED. ENG ELEC HARNESS CHANGED. INVEST UNDERWAY BY P&W AND AIR ONTARIO. LOSS OF PWR SUPPLY TO REVERSION SOLENOID AND WITH RE-ENERGIZATION OF MFC REVERSION SOLENOID, EEC COMMAND DECEL, AND AS THE STEPPER MOTOR IS IN THE DECEL POSITION, THE SLOWNESS OF THE STEPPER MOTOR TO ATTAIN REQUIRED POSITION RESULTS IN A DOWNWARD ENG PWR EXCURSION. AS THE DOWNWARD ENG POWER EXCURSION DIPS BELOW THE AUTOFEATHER THRESHOLD TORQUE, AUTOFEATHER ON NR 1 ENG. PART TC: 324.									
7322		DHAV DHC8301	PWA PW123		BENDIX 32448539	MAIN FUEL CONTRL NR 1 ENGINE	MALFUNCTIONED NR 1 ENGINE	193	3/2/93 CA930309407
(CAN) TAKEOFF NORMAL. POST TAKEOFF CHECK COMPLETED, BLEEDS ON, AUTO FEATHER OFF. NR1 ENGINE POWER LOSS.TORQUE DROPPED TO 23% FROM 90%. NR2 ENGINE NORMAL.POWER ON NR1 ENGINE RECOVERED POWER APPROXIMATELY 10 SECONDS LATER.THIS INCIDENT IS BEING INVESTIGATED BY PRATT & AIR ONTARIO. REPORT FOUND LOSS OF POWER SUPPLY TO REVERSION SOLENOID & UPON ENERGISATION OF MFC REVERSION SOLENOID, THE EEC COMMANDS SLAM DECEL, THE STEPPER MOTORS IS SLOW TO ATTAIN THE REQUAIED STEPPER MOTOR POSITION FOR THE APPROPRIATE POWER LEVER SETTING & DOWNWARD ENGINE POWER EXCURSION RESULTS.									
7712		DHAV DHC8301	PWA PW123			TORQUE PROBE 311090801	FAULTY NR 1 ENGINE	4598	1/29/93 CA930224709
(CAN) DURING TAKEOFF ROLL, THE NR 1 ENGINE AUTOFEATHERED AND OVERTORQUED. TAKEOFF ABORTED. REVIEW OF THE FDR CONFIRMED NR 1 ENGINE SUFFERED AN UNCOMMANDED AUTOFEATHER AND THE NR 2 ENGINE UP-TRIMMED AT 119 PERCENT. OVERTORQUE OCCURRED ON THE NR 1 ENGINE AS IT AUTOFEATHERED. IN THE WEEK PRIOR TO THE AUTOFEATHER, THE SAME ENGINE SUFFERED TWO OVERTORQUES, ONE SHORTLY AFTER TAKEOFF (130 PERCENT), THE OTHER WHEN SELECTING MIN RPM TO FEATHER (118 PERCENT). THE TORQUE PROBE WAS REPLACED. THE FAILED UNIT WAS SENT TO PRATT FOR INVESTIGATION. PART TC: 6,681.									
7712		DHAV DHC8301	PWA PW123			TORQ SIGNAL COND 3000500024	FAULTY NR 1 ENGINE	4598	1/29/93 CA930224707
*****	(CAN) DURING TAKEOFF ROLL, THE NR 1 ENGINE AUTOFEATHERED AND OVERTORQUED. TAKEOFF ABORTED. REVIEW OF THE FDR CONFIRMED NR 1 ENGINE SUFFERED AN UNCOMMANDED AUTOFEATHER AND THE NR 2 ENGINE UP-TRIMMED. A 119 PERCENT OVERTORQUE OCCURRED ON THE NR 1 ENG AS IT FEATHERED. THE WEEK PRIOR TO THE UNCOMMANDED AUTOFEATHER, THE SAME ENG SUFFERED TWO OVERTORQUES, ONE SHORTLY AFTER TAKEOFF (130 PERCENT), THE OTHER WHEN SELECTING FROM MIN RPM TO FEATHER (118 PERCENT). THE TORQUE SIGNAL CONDITIONING UNIT WAS REPLACED. THE TORQUE SIGNAL CONDITIONING UNIT WAS SENT TO PRATT FOR INVESTIGATION. PART TC: 6,681.								

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7921		DHAV DHC8102	PWA PW120		PWA	OIL COOLER 28E997	CORE LEAKING NR 1 ENGINE	10013 7732	1/26/93 CA930302611
(CAN) OIL PRESSURE ON NR 1 ENGINE DROPPED BELOW 40 PSI IN CRUISE. PRECAUTIONARY SHUTDOWN CARRIED OUT AIRCRAFT DIVERTED. MAINTENANCE FOUND NR 1 ENGINE OIL COOLER LEAKING. COOLER REPLACED AND AIRCRAFT RETURNED TO SERVICE.									
2760		DOUG DC1030				CABLE SA4913810AT29328	BROKEN AILERON		2/24/93 CA930310104
(CAN) DURING ROUTINE MAINTENANCE, A SLACK CABLE WAS DETECTED IN THE CENTER ACCESSORY COMPARTMENT. INVESTIGATION REVEALED A BROKEN CABLE (86B) AT PULLEY. THERE WAS NO EVIDENCE OF THE CABLE RIDING OUT OF POSITION PRIOR TO BREAKING. ALSO, THERE WAS NO REPORTS ON AILERON CONTROL PROBLEMS.									
2130		DOUG DC873	GE CFM562			DOOR SEAL	TORN MAIN CARGO DOOR	58025	12/12/92 CA930304525
(CAN) DURING CRUISE, LOUD NOISE HEARD AND CABIN PRESSURE CLIMBED 4,000 FEET PER MINUTE, MAX FLOW SELECTED, UNABLE TO CONTROL PRESSURIZATION. QUICK REFERENCE HAND DRILL (Q.R.H.) FOLLOWED, NO EFFECT. AIRCRAFT ALTITUDE CORRECTED AT 10,000 FEET. MAINTENANCE INSPECTION REVEALED MAIN CARGO DOOR SEAL WAS TORN APPROXIMATELY 6 INCHES AT AFT LOWER CORNER. MAIN CARGO DOOR SEAL REPAIRED.									
2310		DOUG DC873F	GE CFM562			COUPLER PLUG	BROKEN WIRE NR 2 HF COUPLER	59588	12/13/92 CA930304523
(CAN) AIRCRAFT MADE UNSCHEDULED LANDING DUE TO BOTH HF RADIO SYSTEMS UNSERVICEABLE. MAINTENANCE INVESTIGATION REVEALED NR 2 HF COUPLER ACCESSORY UNIT PLUG (P10-155) PIN 26 WIRE BROKEN. ALSO, FOUND NR 1 HF TRANSMIT COAXIAL CABLE CONNECTOR ABOVE NR 1 THRUST REVERSER LOOSE PIN PULLED BACK CAUSING INTERMITTENT CONTACT. NR 1 HF COAXIAL CABLE REPAIRED AND NR 2 HF WIRE REPAIRED. SYSTEM CHECKED SERVICEABLE.									
2910		DOUG DC873				HYD LINE 7761892666	LEAKING NR 3 PYLON	61000	11/29/92 CA930304504
(CAN) PROGRESSIVE LOSS OF HYDRAULIC FLUID WAS EXPERIENCED. INVESTIGATION REVEALED FLUID LEAKING FROM LEADING EDGE SLOT CLOSE TO PRESSURE LINE INBOARD OF NR 3 ENGINE PLYON. LINE REPLACED.									
2530		DOUG DC932	PWA JT8D7A			OVEN CA167072	BURNT NR 4		12/8/92 CA930304527
(CAN) NR 4 OVEN CIRCUIT BREAKER PULLED DUE TO OVERHEATING AND BURNING SMELL. MAINTENANCE REVEALED NR 4 OVEN RECEPTACLE BURNT. RECEPTACLE REPLACED.									
2720		DOUG DC932	PWA JT8D7A			PEDAL	MALFUNCTION RUDDER	60315	12/28/92 CA930304514
(CAN) ON FINAL, RUDDER PEDALS COULD BE MOVED 6 TO 9 INCHES WITHOUT AFFECTING THE RUDDER MOVEMENT. ON LANDING, THERE WAS NO NOSE WHEEL STEERING USING RUDDER PEDALS. WHEN LANDING SPEED DECREASED, STEERING WAS EFFECTIVE OR NORMAL. MAINTENANCE ACTION INVOLVED TENSIONING RUDDER CABLES AT FUSELAGE SECTION, RUDDER THROW LIMITER TESTED, DRAINED AND PRESSURE CHECKED RUDDER THROW LIMITER PITOT LINE.									
2913		DOUG DC932	PWA JT8D7A		VICKERS	HYD PUMP AS66411L5666	METAL CONTAM RT HYD SYS		11/25/92 CA930304509
(CAN) ON APPROACH, SELECTING ALTERNATE/AUXILIARY HYDRAULIC PUMPS ON, NO PRESSURE RISE INDICATING QUANTITY AND PRESSURE NORMAL. ON SELECTING LT AND RT ENGINE PUMPS TO HIGH PRESSURE, PRESSURE AND QUANTITY DROPPED TO ZERO. MAINTENANCE CHECK REVEALED HYDRAULIC LINE LEAK AND METAL CONTAMINATION FOUND IN RT HYDRAULIC SYSTEM. HYDRAULIC LINE TIGHTENED, RT ENGINE HYDRAULIC PUMP REPLACED, RT AUXILIARY PUMP REPLACED ALONG WITH FILTERS AND SYSTEM FLUSHED.									
5270		DOUG DC932	PWA JT8D7A			WARNING LIGHT	FAILED STAIRWAY DOOR		1/2/93 CA930304501
(CAN) UNABLE TO PRESSURIZE AIRCRAFT GOING THROUGH 10,000 FEET. CHECK REVEALED STAIRWAY DOOR WAS AJAR AND DOOR OPEN WARNING LIGHT ON FLIGHT ATTENDANT'S PANEL WAS BURNED OUT. DOOR OPEN WARNING LIGHT REPLACED AND FUNCTIONAL CHECK OF STAIRWAY OPERATION CARRIED OUT, CHECKED SERVICEABLE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7603		DOUG DC932	PWA JT8D7A			THROTTLE LEVER	LOCKED LT LEVER	58487	12/28/92 CA930304515
(CAN) ON LEAVING CRUISE SPEED AND ATTEMPTING TO CLOSE THE THROTTLES, THE LT LEVER CAME BACK ONE INCH AND LOCKED. AFTER APPLYING STRONG LEVER PRESSURE FORWARD AND BACK, THE LEVER SNAPPED BACK. MAINTENANCE ACTION INVOLVED CHECKING THROTTLE CABLES AND PULLEYS FOR MOISTURE AND SPRAYING WITH MOISTURE REPELLENT. TRAVEL CHECK CARRIED OUT SERVICEABLE.									
6111		EMB EMB120	PWA PW118	HAMSTD 14RF9	HAMSTD	BLADE BEARING 7725362	BUSHING SHIFT NR 2 PROPELLER	3977	12/17/92 CA930308701
(CAN) MIGRATION OF THE BLADE BEARING BUSHING AGAINST THE BEARING RACE CAUSING THE RACE TO TURN ON THE NUT FACE AND WEAR THE NUT 0.50 INCH. THREE OF THE FOUR PROPELLER BLADES HAD THE SAME PROBLEM TO DIFFERENT DEGREES. PART TC: 3,389.									
6111		EMB EMB120	PWA PW118	HAMSTD	HAMSTD	BLADE BEARING 7725362	BUSHING SHIFT NR 1 PROPELLER	3977	12/17/92 CA930226520
(CAN) MIGRATION OF THE BLADE BEARING BUSHING AGAINST THE BEARING RACE CAUSING THE RACE TO TURN ON THE NUT FACE AND WEARING THE NUT 0.50 INCH. THREE OF THE FOUR PROPELLER BLADES HAD THE SAME PROBLEM TO DIFFERENT DEGREES. PART TC: 3,389.									
7210		EMB EMB120RT	PWA PW118		PWA 311652301	O-RING PACKING AS3209230	CUT LT AUX GENERATOR	210	1/20/93 CA930226516
(CAN) LT AUXILIARY GENERATOR WAS REPLACED BY A PAD COVER PLATE, IAW EMBRAER SL 120-124-0010R1, DUE TO A SUSPECTED DEFECT WITH SAID GENERATOR. DURING CLIMB AT FL 150, THE PILOT NOTICED A FLUCTUATION OF THE LT ENGINE OIL PRESSURE AND CARRIED OUT A PRECAUTIONARY SHUTDOWN. INVESTIGATION LED TO THE FINDING OF A CUT "O" RING PACKING AT THE CENTER OF THE PAD COVER WHICH CAUSED THE OIL LEAK OUTBOARD VIA THE DRAIN SYSTEM. THE ORIGINAL AUX GENERATOR WAS REINSTALLED AFTER A PHYSICAL CHECK WAS CARRIED OUT, SYSTEM WAS RESET AND AIRCRAFT RETURNED TO SERVICE. PART TC: 184.									
7120		GULSTM 681	GARRTT TPE3311151A			YOKE 6200631	CRACKED ENG MOUNT	7480	1/29/93 CA930217302
(CAN) WHEN ENGINES REMOVED FOR WORK, LT AND RT YOKE ASSEMBLIES FOUND CRACKED AT LT LOWER SIDE APPROXIMATELY 6 INCHES UP ON INBOARD SKIN. WHEN SKIN REMOVED, LT SIDE WAS FOUND CRACKED INTO BOTH FLANGES OF 'U' CHANNEL, AND RT SIDE WAS JUST CRACKED THROUGH SKIN.									
5730		PIPER PA28161				SKIN 62061004	CRACKED WALKWAY	9700	3/3/93 CA930312403
(CAN) CONTINUOUS USE OF WALKWAY HAS RESULTED IN CRACKING OF UNDERSIDE OF WALKWAY SKIN AT THE END OF SKIN STIFFENERS. THIS MAY BE CHECKED USING LOWER WING ACCESS PANELS AND A FLASHLIGHT AND MIRROR.									
8530		PIPER PA31	LYC TIO540J2BD			STUDS	BROKEN NR1 ENG NR 2 CYL	795	2/17/93 CA930310303
(CAN) DURING FLIGHT IN, STALL CONFIGURATION WITH THROTTLES RETARDED, POWER WAS APPLIED TO BOTH ENGINES, NR 1 ENGINE CAME UP TO RATED POWER, NR 2 ENGINE CAME UP AND THEN LOST ALL POWER. PILOT SHUTDOWN NR 2 ENGINE. MAINTENANCE FOUND NR 2 CYLINDER LOWER FOUR MOUNTING STUDS BROKEN OFF AND THE INDUCTION PIPE OFF AT THE INDUCTION ASSY.									
8530		PIPER PA31350	LYC TIO540J2BD		LYC	VALVE SEAT 71894	LOOSE NR 1 CYL EXH	596	2/19/93 CA930226201
(CAN) A LEAKING VALVE ROCKER COVER GASKET WAS NOTICED ON NR 1 CYLINDER LT ENGINE. ON REMOVAL OF THE ROCKER COVER, ALUMINUM DEBRIS WAS DISCOVERED. BORESCOPE INSPECTION REVEALED FURTHER DAMAGE WITHIN THE CYLINDER. THE ENGINE WAS REMOVED AND SHIPPED TO REPAIR AND OVERHAUL.									
8530		PIPER PA31350	LYC LTIO540J2BD		LYC	CYLINDER	CRACKED NR 1 EXH PORT	817	2/12/93 CA930225201
(CAN) EXHAUST RESIDUE WAS NOTED FORWARD OF THE EXHAUST FLANGE AND DOWN BETWEEN THE COOLING FINS. THE EXHAUST PIPE WAS REMOVED AND THE CRACK COULD BE SEEN FROM THE VALVE GUIDE UP TO THE FORWARD FACE OF THE EXHAUST PORT. THIS IS A CERMI CHROMED CYLINDER ASSEMBLY.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2720		SLNGAV T67M260				SUPPORT T67M45217	MISALIGNED RUDDER PEDAL	147	2/16/93 CA930303302
(CAN) RUDDER PEDAL WAS RELEASING UNDER APPLICATION OF PEDAL PRESSURE. ON DISASSEMBLY, HOLES IN SLIDER MATERIAL FOR LOCK PIN NOT IN LINE WITH HOLES IN UNDERLYING TUBE.									
2436		SWRNGN SA226*			LUCAS 51509002B	TRANSISTOR SJ3503	SHORTED GCU		2/3/93 CA930225202
(CAN) A GENERATOR CONTROL UNIT NOT ALLOWING GENERATOR TO COME ON LINE. POWER RESISTOR FOUND SHORTED. P/N WRONG. INCORRECT P/N SJ3503. CORRECT P/N SHOULD BE 05990044.									
7210		SWRNGN SA226AT	GARRTT TPE3313U		GARRTT	TORQUE SENSOR 31017262	SHEARED NR 1 ENGINE	2537	2/15/93 CA930226405
(CAN) NR 1 ENGINE HAD SUDDEN LOSS OF POWER IN CRUISE. ENGINE HAD FLAME OUT, LOSS OR RPM INDICATION AND TOTAL LOSS OF OIL PRESSURE. PROP WAS FEATHERED AND ENGINE SECURED. MAINTENANCE REMOVED FCU TO VERIFY CAUSE OF FAILURE. FOUND FCU COUPLING AND SHAFT IN GOOD CONDITION. NO ROTATIONAL OUTPUT TO FCU FROM THE GEARBOX. NO METAL CONTAMINATION FOUND UPON INSPECTION OF CHIP DETECTOR. ENGINE REMOVED AND SENT TO GARRETT FOR INVESTIGATION. STRIP REPORT FOUND TORQUE SENSOR GEAR ASSEMBLY SHAFT SHEARED, EVIDENCE OF CORROSION AND TWISTING FORCE. OVERHAULED TORQUE SENSOR ASSEMBLY INSTALLED.									
7250		SWRNGN SA226TC	GARRTT TPE33110UA		GARRTT 31015771	AIR SEAL 31029662	CORRODED 1ST STAGE NOZZLE		1/28/93 CA930309406
(CAN) DURING INSPECTION, A SCRAPING NOISE WAS HEARD FROM THE ENGINE. UPON DISASSEMBLY, THE 1ST STAGE NOZZLE SHROUD AIR SEAL WAS FOUND CORRODED AND IT HAD SHIFTED.									
7314		SWRNGN SA226TC	GARRTT TPE33110U		GARRTT	FUEL PUMP 8974002	LEAKING DRAIN	3068	10/23/92 CA930310301
(CAN) AFTER COMPLETION OF FLIGHT, FUEL WAS NOTICED DRIPPING FROM THE FUEL PUMP OVERBOARD DRAIN. THE FUEL PUMP AND FUEL CONTROL UNIT WERE REPLACED. IT APPEARS THE SEAL WITHIN THE PUMP FAILED.									
7603		SWRNGN SA226AT	GARRTT TPE33110UA			CABLE C8102419	BROKEN RT POWER LEVER		2/18/93 CA930226410
(CAN) RIGHT POWER LEVER WOULD NOT CHANGE ENGINE SETTING. POWER LEVER CABLE FOUND BROKEN.									
7920		SWRNGN SA226TC	GARRTT TPE33110UA			HOSE 124F002CCR0233	KINKED RT ENG OIL	1100	2/22/93 CA930303303
(CAN) OIL PRESSURE DECLINING ON APPROACH. EVENTUALLY LOW OIL PRESSURE LIGHT ON. HOSE BETWEEN OIL RING AND OIL COOLER HAD KINKED.									
2720		SWRNGN SA227AC				BELLCRANK 2672005011	BENT RUDDER RT		3/9/93 CA930316405
(CAN) RIGHT RUDDER BELLCRANK FOUND BENT. A.F.T.T. 15854.									
3213		SWRNGN SA227AT				CASTING 54530011	CRACKED MLG TRUNNION	7580	2/22/93 CA930301403
(CAN) MLG CASTING FOUND CRACKED AT TRUNNION FITTING.									
3230		SWRNGN SA227AC				DOOR 2751041128	FOULING LT MAIN INBOARD		10/29/97 CA971118001
(CAN) ON GEAR DOWN SELECT, NOSE AND RT GEAR OK. LT GEAR GREEN LITE NOT ON AND RED INTRANSIT LITE STAYED ON. APPR. ABORTED OVERFLT INDICATED GEAR DOORS OPEN, LT GEAR PARTIALLY EXT. EMERG EXTEND ALSO FAILED. EMERG RESET, NORMAL CYC TRIED AGAIN WITH GOOD RESULT. A/C LANDED OK. WITH A/C ON JACKS, DURING LDG GEAR DOWN CYCLE, MAINT APPL LIGHT PRESS TO LT INBD DOOR, COULD CAUSE NR 2 WHEEL TIRE TO SNAG ON DOOR, PREVENT LDG GEAR FROM DROPPING FURTHER, EVEN WITH HYD PRESS 2000 PSI. DUE TO POOR MECH BETWEEN HYD RAM AND GEAR MECH IN EXTEND CYCLE. CHECKS FOUND FREE PLAY AT CLEVIS, SWIVELAND CLEVIS PIN. WEAR AND FREE PLAY WERE NOTED AT PIN ASSY. ALL PARTS REPLD.									

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7210		SWRNGN SA227AC	GARRTT TPE33111U		GARRTT 31032331	BEARING 310323501	METAL FLAKING IDLER GEAR ASSY	472	2/15/93 CA930304402
(CAN) ENGINE OIL SAMPLE INDICATED "MAJOR" CARBON STEEL. ENGINE INSPECTION OF ACCESSORY GEAR AND DRIVE IDLER HOUSING ASSEMBLY FOUND THE BEARING OF THE IDLER GEAR ASSEMBLY FLAKING METAL. UNIT REPLACED. PART TC: 368.									
7712		SWRNGN SA227AC				TORQUE RING 31070348	FAULTY WIRING	2854	2/15/93 CA930301404
(CAN) INCORRECT AND FLUCTUATING TORQUE INDICATION. FAULT FOUND IN TORQUE RING WIRING. TORQUE RING REPLACED. PART TC: 3,106.									
8010		SWRNGN SA227AC	GARRTT TPE33111U			RELAY 6041H205A	STUCK START		3/4/93 CA930316406
(CAN) NR 1 ENGINE ROTATED WHEN BATTERIES TURNED ON. START RELAY FOUND STUCK CLOSED.									

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	CA	0	45	22	2	17	2	38	8	134
	EA 25	0	0	1	0	0	0	0	0	1
	GL 23	0	1	0	0	0	0	0	0	1
	SW 99	0	1	0	0	0	0	0	0	1
AALA	SW 07	0	2	14	0	6	0	0	0	22
ABXA	GL 23	0	0	1	0	18	0	2	0	21
AMTA	GL 11	0	0	2	0	0	0	0	0	2
AMWA	CE 07	0	0	0	0	1	0	0	0	1
ARWA	SO 19	0	1	0	0	0	0	0	0	1
ASAA	NM 01	0	0	0	0	1	0	0	0	1
ASOA	SO 11	0	2	0	0	0	0	0	0	2
AY55	SO 03	0	0	2	0	0	0	0	0	2
BJNA	WP 11	0	0	1	0	0	0	0	0	1
BN4R	WP 05	0	0	0	0	0	1	0	0	1
C2XA	SW 09	0	0	1	0	0	0	0	0	1
CALA	SW 09	0	3	6	0	30	0	1	0	40
CICA	SO 17	0	1	0	0	0	0	0	0	1
CKSA	GL 23	0	0	0	0	1	0	0	0	1
COMA	SO 01	0	2	3	0	0	1	0	0	6
DALA	SO 27	0	2	10	1	8	0	0	0	21
DHLA	SO 01	0	0	1	0	1	0	0	0	2
DKAA	GL 23	0	0	1	0	0	0	0	0	1
E9WA	SO 05	0	0	2	0	0	0	1	0	3
EIAA	NM 09	0	0	0	0	47	0	7	0	54
EISA	SW 07	0	5	0	0	0	0	0	0	5
FDEA	SO 25	0	2	2	0	4	0	0	0	8

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GAIA	SW 07	0	0	0	0	9	0	0	0	9
GNXA	SW 01	0	0	0	0	0	0	0	1	1
GTIA	GL 23	0	0	2	0	0	0	0	0	2
HALA	WP 13	0	0	1	0	0	0	1	0	2
IMJA	EA 25	0	0	0	0	0	0	1	0	1
IPXA	SO 01	0	0	1	0	6	0	0	0	7
K3HA	EA 25	0	0	5	0	0	0	0	0	5
MALA	GL 15	0	0	11	0	0	0	3	0	14
MASA	SW 07	0	0	7	0	1	0	0	0	8
MEJA	SW 17	0	2	0	0	0	0	0	0	2
MSTA	NE 05	0	0	0	0	0	0	0	1	1
MWEA	GL 31	0	1	0	0	38	0	0	0	39
MZZA	WP 13	0	1	1	0	0	0	0	0	2
NOCA	EA 15	0	0	2	0	0	0	0	0	2
NWAA	GL 01	0	7	20	0	2	0	4	0	33
ORJA	WP 11	0	0	6	0	0	0	0	0	6
P2EA	CE 05	0	1	0	0	0	0	0	0	1
P5CA	WP 23	0	2	1	0	173	0	7	0	183
PIVA	WP 13	0	0	0	0	0	0	1	0	1
OXEA	NM 09	0	0	3	0	35	0	0	0	38
RAAA	AL 03	0	0	3	0	0	1	0	0	4
RAIA	CE 03	0	3	6	0	0	0	2	0	11
RRXA	WP 15	0	0	0	0	12	0	0	0	12
RYNA	CE 07	0	2	0	0	0	0	0	0	2
S2YA	GL 13	0	0	4	0	2	0	0	0	6
SIMA	SW 21	0	1	4	0	16	0	0	0	21
SWAA	SW 07	0	0	2	0	20	0	0	0	22

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
SWIA	NM 07	0	2	4	0	1	0	0	0	7
TAOA	EA 15	0	0	3	0	0	0	0	0	3
TSAA	WP 13	0	0	0	0	9	0	0	0	9
TWAA	CE 05	0	2	6	1	0	0	3	0	12
TWRA	EA 15	0	1	2	0	0	0	1	0	4
UALA	WP 29	0	2	10	0	4	0	0	0	16
UIEA	EA 15	0	0	0	0	0	0	1	0	1
USAA	EA 19	0	1	7	1	4	0	1	0	14
VJ6A	SO 11	0	0	2	0	10	0	0	0	12
VLLA	GL 05	0	0	0	0	0	0	1	0	1
VNAA	GL 07	0	0	2	1	0	0	0	0	3
VTZA	EA 27	0	0	1	0	1	0	0	0	2
WRLA	EA 27	0	2	0	0	0	0	0	0	2
WTAA	WP 17	0	0	1	0	0	0	1	0	2
WWMA	WP 15	0	2	4	0	0	0	0	0	6
ZZDA	SO 11	0	0	1	0	0	0	0	0	1
TOTALS		0	99	191	6	477	5	76	10	864

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	2	0	2
AEROSP	ATR42300	0	2	3	0	15	0	0	0	20
AEROSP	ATR72202	0	0	1	0	0	0	0	0	1
AEROSP	ATR72212	0	0	0	0	1	0	0	0	1
AIRBUS	A300B4605R	0	1	2	0	0	0	0	0	3
AIRBUS	A320211	0	3	1	0	1	0	0	0	5
AIRBUS	A320214	0	1	0	0	0	0	0	0	1
AIRBUS	A320232	0	0	0	0	1	0	0	0	1
AMD	FALCON20C5	0	0	1	0	0	0	0	0	1
AYRES	S2*	0	0	0	0	2	0	0	0	2
BAG	ATP	0	0	0	0	0	0	1	0	1
BAG	BAE146200A	0	1	0	2	1	0	0	0	4
BAG	BAE146200A	0	0	2	0	0	0	0	0	2
BAG	JETSTM3101	0	0	0	0	0	0	1	0	1
BAG	JETSTM3201	0	2	2	0	0	0	1	0	5
BAG	JETSTM3212	0	0	4	0	1	0	0	0	5
BEECH	1900D	0	0	6	0	4	0	0	0	10
BEECH	200BEECH	0	0	0	0	1	0	0	0	1
BEECH	3NM	0	1	0	0	0	0	0	0	1
BEECH	B200	0	0	1	0	0	0	0	0	1
BEECH	D18S	0	1	0	0	0	0	0	0	1
BEECH	E95	0	0	1	0	0	0	0	0	1
BOEING	727100	0	0	0	0	1	0	0	0	1
BOEING	727221	0	2	0	0	0	0	0	0	2
BOEING	727222	0	1	3	0	2	0	0	0	6
BOEING	727223	0	0	4	0	0	0	0	0	4
BOEING	727224	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727225	0	0	7	0	0	0	0	0	7
BOEING	727227	0	0	1	0	6	0	0	0	7
BOEING	72722C	0	0	2	0	1	0	0	0	3
BOEING	727231	0	0	1	0	0	0	0	0	1
BOEING	727232	0	2	2	0	4	0	0	0	8
BOEING	727243	0	0	1	0	0	0	0	0	1
BOEING	727247	0	0	0	0	3	0	0	0	3
BOEING	72725	0	1	0	0	0	0	0	0	1
BOEING	727251	0	4	3	0	0	0	0	0	7
BOEING	727254	0	0	1	0	0	0	0	0	1
BOEING	72727C	0	0	1	0	1	0	0	0	2
BOEING	7272F9	0	1	0	0	0	0	0	0	1
BOEING	737200	0	0	1	0	0	0	0	0	1
BOEING	737201	0	0	0	0	0	0	1	0	1
BOEING	737217	0	1	0	0	0	0	0	0	1
BOEING	737222	0	1	0	0	0	0	0	0	1
BOEING	737275	0	0	0	0	0	0	1	0	1
BOEING	737296	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	0	1	0	1	0	0	0	2
BOEING	7372H5	0	0	2	0	0	0	1	0	3
BOEING	7372L9	0	0	0	0	2	0	0	0	2
BOEING	7372M6C	0	0	0	0	9	0	0	0	9
BOEING	7372Q9	0	0	0	0	1	0	0	0	1
BOEING	7372T2	0	0	0	0	1	0	0	0	1
BOEING	7372T4	0	0	1	0	0	0	0	0	1
BOEING	737301	0	0	0	1	0	0	0	0	1
BOEING	7373A4	0	0	0	0	13	0	0	0	13

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7373B7	0	1	0	0	0	0	0	0	1
BOEING	7373H4	0	0	1	0	6	0	0	0	7
BOEING	7373T0	0	0	3	0	0	0	1	0	4
BOEING	737490	0	0	0	0	1	0	0	0	1
BOEING	7374S3	0	1	0	0	0	0	0	0	1
BOEING	747122	0	0	0	0	1	0	0	0	1
BOEING	747128	0	2	1	0	172	0	7	0	182
BOEING	747130	0	1	0	0	0	0	0	0	1
BOEING	747131	0	0	1	0	0	0	2	0	3
BOEING	747132	0	0	0	0	0	0	1	0	1
BOEING	747133	0	1	1	0	1	0	1	0	4
BOEING	747146	0	0	0	0	1	0	0	0	1
BOEING	747230B	0	2	0	0	0	0	0	0	2
BOEING	747238B	0	0	0	0	0	0	1	0	1
BOEING	747243B	0	0	0	0	0	0	1	0	1
BOEING	747251F	0	1	0	0	0	0	2	0	3
BOEING	747273C	0	0	0	0	47	0	6	0	53
BOEING	747282B	0	0	1	0	0	0	0	0	1
BOEING	747433	0	2	0	0	0	0	0	0	2
BOEING	757212	0	0	1	0	0	0	0	0	1
BOEING	757222	0	1	3	0	0	0	0	0	4
BOEING	757224	0	0	1	0	1	0	0	0	2
BOEING	757225	0	0	2	0	0	0	0	0	2
BOEING	757232	0	0	1	0	0	0	0	0	1
BOEING	75723A	0	0	1	0	0	0	0	0	1
BOEING	75723A	0	1	0	0	0	0	0	0	1
BOEING	75724APF	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	757251	0	0	1	0	0	0	0	0	1
BOEING	75728A	0	0	1	0	0	0	0	0	1
BOEING	75728A	0	0	0	0	0	0	1	0	1
BOEING	7572B7	0	0	2	0	0	0	1	0	3
BOEING	7572Q8	0	1	0	0	0	0	0	0	1
BOEING	767205	0	0	0	1	0	0	0	0	1
BOEING	767222	0	0	1	0	0	0	0	0	1
BOEING	767233	0	3	0	0	1	0	0	0	4
BOEING	7672B7	0	0	1	0	0	0	1	0	2
BOEING	767322	0	0	1	0	1	0	0	0	2
BOEING	767332	0	0	1	0	0	0	0	0	1
BRAERO	HS7482A	0	2	0	0	0	0	2	0	4
BRAERO	HS7482B	0	0	0	0	0	0	1	0	1
CESSNA	150M	0	1	0	0	0	0	0	0	1
CESSNA	152	0	0	0	0	1	0	0	0	1
CESSNA	172C	0	1	0	0	0	0	0	0	1
CESSNA	172M	0	0	1	0	0	0	0	0	1
CESSNA	208	0	0	0	0	0	0	1	0	1
CESSNA	337G	0	0	1	0	0	0	0	0	1
CESSNA	401	0	0	1	0	0	0	0	1	2
CESSNA	404CESSNA	0	1	0	0	0	0	0	1	2
CESSNA	414A	0	0	0	0	0	0	0	1	1
CESSNA	441	0	1	0	0	0	0	0	0	1
CESSNA	500CESSNA	0	0	0	0	0	0	1	0	1
CESSNA	550	0	0	1	0	0	0	1	0	2
CESSNA	650	0	1	0	0	0	0	0	0	1
CESSNA	A185F	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	T210M	0	0	0	0	0	0	0	1	1
CNDAIR	CL2151A10	0	1	0	0	0	0	0	0	1
CNDAIR	CL6002B19	0	2	2	0	1	0	0	0	5
CNDAIR	CL6013A	0	0	1	0	0	0	0	0	1
CVAC	340CVAC	0	0	0	0	1	0	0	0	1
CVAC	340CVAC	0	0	1	0	1	0	0	0	2
DHAV	DHC2MK3	0	1	0	0	0	0	1	0	2
DHAV	DHC3	0	1	0	0	0	0	0	1	2
DHAV	DHC6300	0	0	1	0	0	0	0	0	1
DHAV	DHC7102	0	1	0	0	0	0	0	0	1
DHAV	DHC8*	0	0	0	0	0	1	1	0	2
DHAV	DHC8102	0	10	6	0	2	0	3	0	21
DHAV	DHC8102	0	0	1	0	0	0	0	0	1
DHAV	DHC8202	0	0	2	0	0	0	0	0	2
DHAV	DHC8301	0	0	0	0	0	0	4	0	4
DHAV	DHC8301	0	0	0	0	0	0	3	0	3
DHAV	DHC8311	0	0	0	0	1	0	1	0	2
DORNER	DO328100	0	0	2	1	0	0	0	0	3
DOUG	DC1010	0	0	4	0	16	0	0	0	20
DOUG	DC1010F	0	0	0	0	1	0	0	0	1
DOUG	DC1030	0	3	1	0	3	0	0	0	7
DOUG	DC1030F	0	0	2	0	0	0	0	0	2
DOUG	DC1040	0	0	0	0	0	0	2	0	2
DOUG	DC861	0	0	1	0	10	0	0	0	11
DOUG	DC871F	0	0	0	0	16	0	0	0	16
DOUG	DC873	0	2	0	0	0	0	0	0	2
DOUG	DC873F	0	0	1	0	2	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC873F	0	1	0	0	0	0	0	0	1
DOUG	DC914	0	0	1	0	0	0	0	0	1
DOUG	DC915	0	1	2	0	0	0	0	0	3
DOUG	DC915F	0	0	0	0	9	0	0	0	9
DOUG	DC931	0	2	7	0	6	0	0	0	15
DOUG	DC932	0	5	4	0	54	0	3	0	66
DOUG	DC941	0	1	2	0	0	0	0	0	3
DOUG	DC951	0	0	3	0	0	0	1	0	4
DOUG	DC981	0	1	0	0	1	0	0	0	2
DOUG	DC982	0	0	10	0	9	0	1	0	20
DOUG	DC983	0	1	6	0	0	0	1	0	8
DOUG	MD11	0	2	2	0	0	0	0	0	4
DOUG	MD11F	0	1	0	0	0	0	0	0	1
DOUG	MD88	0	0	1	1	0	0	0	0	2
DOUG	MD9030	0	0	0	0	1	0	0	0	1
EMB	EMB120	0	0	0	0	0	2	0	0	2
EMB	EMB120ER	0	1	3	0	1	0	0	0	5
EMB	EMB120RT	0	3	7	0	0	1	0	0	11
EMB	EMB120RT	0	0	0	0	0	0	1	0	1
FOKKER	F28MK0100	0	1	3	0	0	0	0	0	4
FOKKER	F28MK4000	0	0	3	0	35	0	0	0	38
GULSTM	681	0	0	0	0	0	0	1	0	1
GULSTM	G1159	0	1	0	0	0	0	0	0	1
JETAIR	JETSTM4101	0	0	3	0	0	0	1	0	4
LEAR	35A	0	0	0	0	0	0	1	0	1
LKHEED	10113851	0	0	5	0	0	0	0	0	5
LKHEED	1011385115	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
LKHEED	188C	0	0	1	0	0	1	0	0	2
PIPER	PA28161	0	0	0	0	1	0	0	0	1
PIPER	PA31	0	0	0	0	0	0	0	1	1
PIPER	PA31350	0	0	0	0	0	0	0	2	2
PIPER	PA60601P	0	0	0	0	0	0	0	1	1
SAAB	340B	0	2	9	0	0	0	3	0	14
SAAB	SF340A	0	0	6	0	0	0	0	0	6
SLNGAV	T67M260	0	1	0	0	0	0	0	0	1
STBROS	SD360	0	0	0	0	0	0	1	0	1
SWRNGN	SA226*	0	1	0	0	0	0	0	0	1
SWRNGN	SA226AT	0	0	0	0	0	0	1	0	1
SWRNGN	SA226AT	0	0	0	0	0	0	1	0	1
SWRNGN	SA226TC	0	0	0	0	0	0	2	0	2
SWRNGN	SA226TC	0	0	0	0	0	0	1	0	1
SWRNGN	SA227AC	0	3	1	0	0	0	1	0	5
SWRNGN	SA227AC	0	0	0	0	0	0	1	1	2
SWRNGN	SA227AT	0	0	1	0	0	0	0	0	1
TOTALS		0	99	191	6	477	5	76	10	864

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**3/1/98 To 3/7/98 ISSUE: 98-10 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMTA	AMERICAN TRANS AIR INC	GL11
AMWA	AIR MIDWEST INC	CE07
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AY55	FFV AEROTECH INC	SO03
BJNA	TEM ENTERPRISES INC	WP11
BN4R	UNITED TECHNOLOGIES CORP	WP05
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CICA	PARADISE ISLAND AIRLINES INC	SO17
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DKAA	RELIANT AIRLINES INC	GL23
E9WA	EASTWIND AIRLINES INC	SO05
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
GTIA	SPIRIT AIRLINES INC	GL23
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MEJA	MERLIN EXPRESS INC	SW17
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NOCA	NORTH AMERICAN AIRLINES	EA15
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
P5CA	POLAR AIR CARGO INC	WP23
PIVA	PACIFIC ISLAND AVIATION INC	WP13
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
S2YA	ASTRAL AVIATION INC	GL13
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
UIEA	ATLAS AIR INC	EA15
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VLLA	MIAMI VALLEY AVIATION INC	GL05
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
ZZDA	AIRTRAN AIRWAYS INC	SO11

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data System Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.